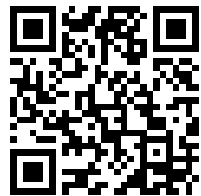

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Illustrated Case Inscriptions

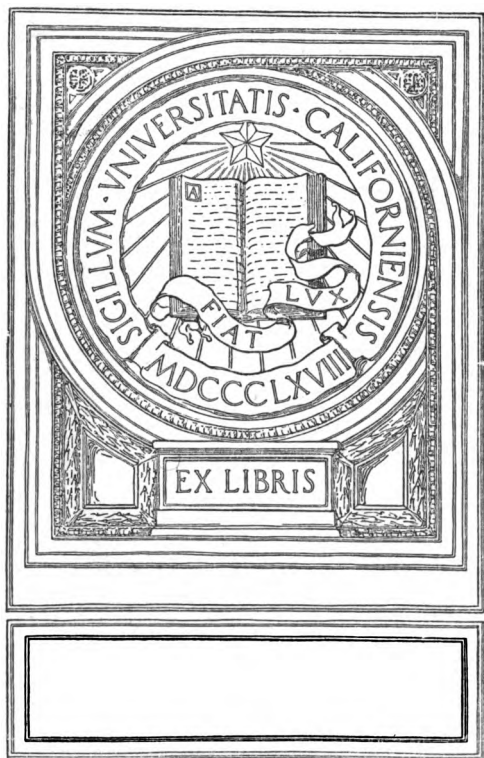
From the

Official Catalogue of the Trophy Flags

Of the United States Navy

WASHBURN





Illustrated Case Inscriptions

From the

Official Catalogue of the Trophy Flags Of the United States Navy

UNIV. OF
CALIFORNIA
BY

H. C. WASHBURN
Instructor, U. S. Naval Academy

1913

E182

W3

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SECY. AND TREAS. U. S. NAVAL INSTITUTE

ALBION

The Lord Baltimore Press
BALTIMORE, MD., U. S. A.



TO THE
ABBOT

PREFACE

The trophy flags of the United States Navy are the priceless symbols, not so much of our captures, as of our long honor roll of heroic victories on the high seas, victories won by the consistently maintained skill and efficiency, as well as by the traditional daring and devotion to duty, of our officers and men. Flags of Great Britain, of France, Spain, Mexico, and Korea; United States ensigns side by side with the ensigns of the Confederate States, their age, their faded colors, and the security of their repose as they hang in draped folds behind the glass of their exhibition cases, are significant reminders that we are at peace with those who in the past were enemies. The old bunting is treasured for its story of brave deeds and noble sacrifice, the heritage of both the victors and the vanquished. The bitterness of the conflicts over which the flags were flown is lost in the peaceful silence of their resting place.

Since 1847, the gradually increasing collection has been kept at the Naval Academy, where, for many years, the flags were exhibited in the old Naval Institute Hall. In 1901, when this building was about to be torn down, the trophies were packed in sealed boxes, to await the day when they should be properly preserved and placed in the new buildings of the Naval Academy.

It was known that the flags, when packed away, were in poor condition, and it was feared that, in spite of all precautions, they would be damaged by moths. Efforts to have them put in a permanent state of preservation were, however, unsuccessful until 1911.

To Commander William Carey Cole, U. S. N., more than to any other individual, is due the credit for the accomplishment of their restoration. Early in 1911, Commander Cole, then officer in charge of buildings and grounds at the Naval Academy, began a correspondence, which included the naval committees of Congress, patriotic societies, and the custodians of flag collections. The Hon. Curtis Guild, ex-governor of Massachusetts, named as his choice of an expert on flag preservation, Mrs. Amelia Fowler, of Boston. At the request of Commander Cole, Mrs. Fowler examined the flags in April, 1911. She found them so seriously dam-

aged by the ravages of moths, as well as the decay of age, that no ordinary method of preservation would suffice to insure their permanent existence. Her special process consisted in spreading the tattered remnants of each flag upon a backing of heavy Irish linen of neutral color. This delicate work was guided by the original measurement of the flag, by a knowledge of its design, and by placing in vertical and horizontal lines the warp and woof threads in the fragments of bunting. What remained of the original flag was then sewn firmly to the linen backing by needlewomen, under Mrs. Fowler's instruction and guidance. The stitches, of silk or linen thread, cover the entire surface of the flag and its backing, with a very strong, yet hardly visible network, of circular meshes about half an inch in diameter. The thread is carefully dyed to match the colors of the old flag, however faded or stained in varying degrees. Where there are gaps or missing parts in the original, the stitches, dyed to match the adjacent edges of the old bunting, complete the design of the flag, and tell graphically the story of the pieces that are gone.

On April 8, 1912, Congress passed an act appropriating \$30,000 for the work of preservation and preparation for exhibition. Shortly before the act was passed, Commander Cole held up, before the members of the House of Representatives, as an impressive witness, the disintegrating tatters of Oliver Hazard Perry's battle flag, the signal for action at the battle of Lake Erie, which bears in rudely fashioned letters the dying words of Captain James Lawrence, "Don't Give Up the Ship."

On July 12, 1912, Mrs. Fowler's needlewomen, who averaged 40 in number, began the arduous labor of sewing over by hand every square inch of the 15,000 square yards of 172 flags. The flags were completed, and put on exhibition at the Naval Academy, May 16, 1913. They occupy 41 cases, and 23 paneled spaces on the ceiling of the Auditorium.

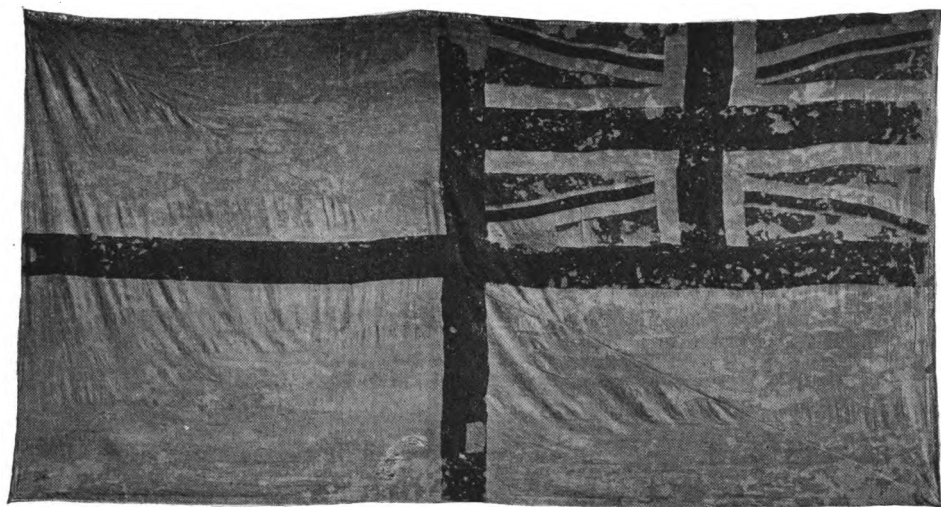
This volume is published for the convenience of those who desire to know the story of each flag in a brief form, whether or not they avail themselves of the opportunity to inspect the trophies at Annapolis.

H. C. WASHBURN.

ANNAPOLIS. July, 1913.

**INSCRIPTIONS
FOR
TROPHY FLAGS
IN
CEILING
ACADEMIC BUILDING**

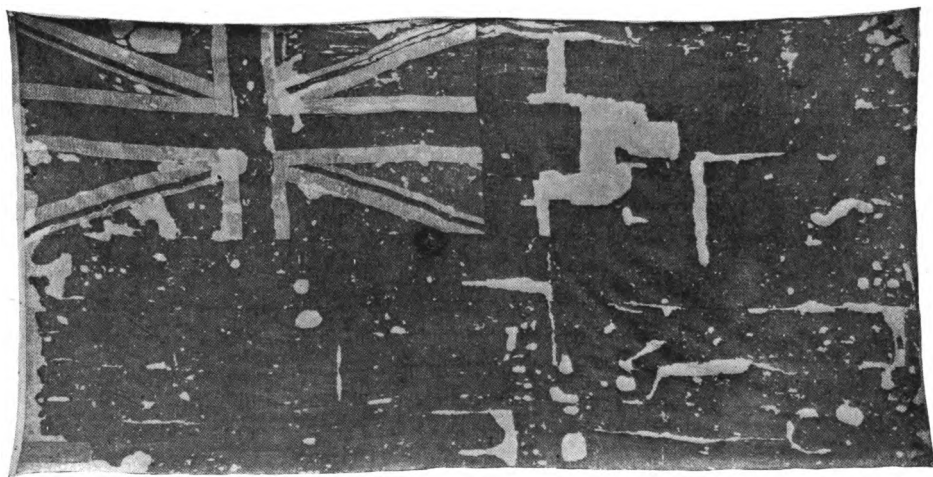
TO VIRU
AIRBORNE



NUMBER 1

NUMBER 1

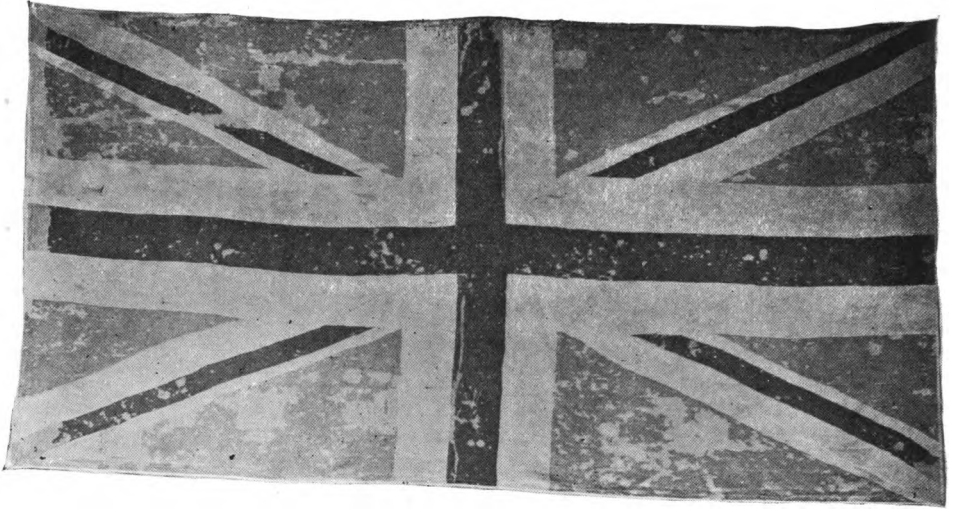
Ensign of the British ship *Cyane*, Captain Gordon Thomas Falcon. Captured by the United States frigate *Constitution*, Captain Charles Stewart. Action fought off Madeira, February 20, 1815. The *Constitution* captured the *Levant* in the same action.



NUMBER 3

NUMBER 3

Ensign of the British brig *Reindeer*, Captain William Manners. Captured by the United States sloop *Wasp*, Master Commandant Johnston Blakeley. Action fought in latitude 48° 36' north; longitude 11° 15' west, southwest of Land's End, England, June 28, 1814.



NUMBER 4

NUMBER 4

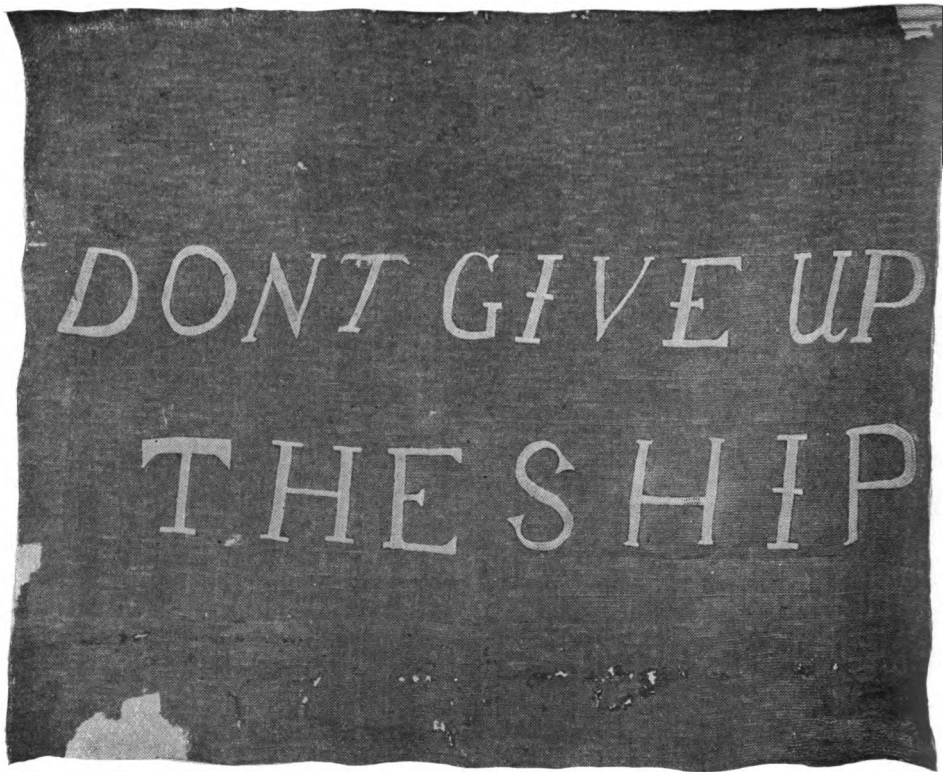
Jack of the British frigate *Guerrière*, Captain James Richard Dacres. Captured by the United States frigate *Constitution*, Captain Isaac Hull. Action fought in latitude $41^{\circ} 42'$ north ; longitude $55^{\circ} 48'$ west, about 750 miles east of Boston, August 19, 1812.



NUMBER 5

NUMBER 5

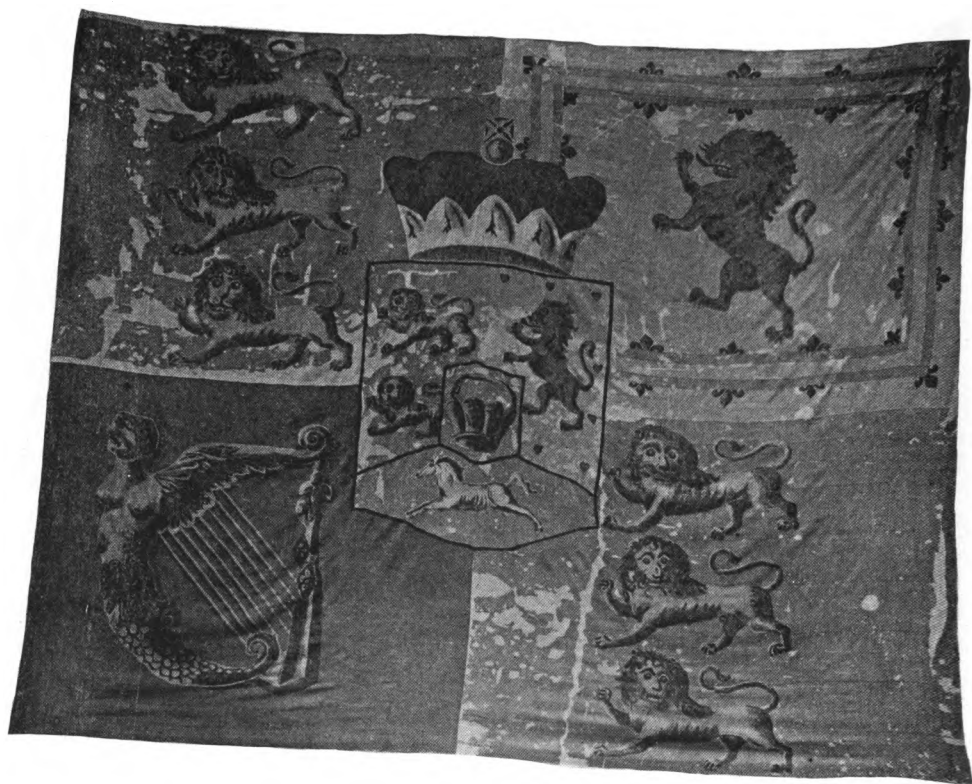
Pennant of the British frigate *Guerrière*, Captain James Richard Dacres. Captured by the United States frigate *Constitution*, Captain Isaac Hull. Action fought in latitude $41^{\circ} 42'$ north: longitude $55^{\circ} 48'$ west, about 750 miles east of Boston, August 19, 1812.



NUMBER 12

NUMBER 12

Battle flag of the squadron under Master Commandant Oliver Hazard Perry. Flown successively on his flagships, the brigs *Lawrence* and *Niagara*, at the battle of Lake Erie, September 10, 1813. Made at Erie, by Perry's order, at the suggestion of Purser Samuel Hambleton, this signal for going into action bears the dying words of Captain James Lawrence, mortally wounded in the action between the United States frigate *Chesapeake* and the British frigate *Shannon*, Captain Philip Bowes Vere Broke. Action fought off Boston, June 1, 1813.



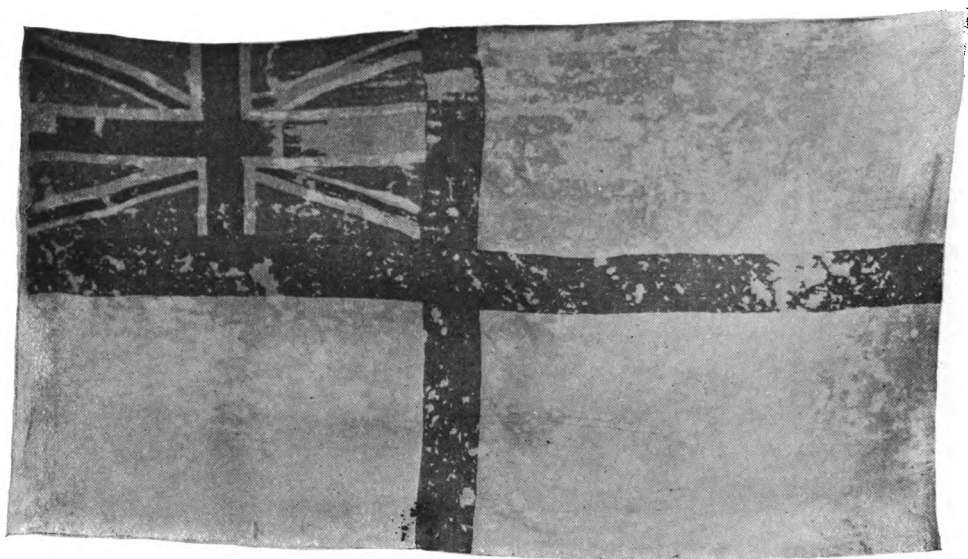
NUMBER 14

NUMBER 14

British Royal Standard. Taken from the Parliament House, at York, now Toronto, then the capital of Upper Canada, when that place was taken by the squadron under Commodore Isaac Chauncey and a land force under General Zebulon Montgomery Pike, April 27, 1813.

The Royal Standard of the United Kingdom of Great Britain and Ireland, in the heraldic blazonry here shown, was established by George III. It was first hoisted on the Tower of London and displayed by the Foot Guards, on January 1, 1801. Simultaneously, it was hoisted on Bedford Tower, Dublin, to celebrate the legislative union of Great Britain and Ireland. The United Kingdom dates from the first day of that year.

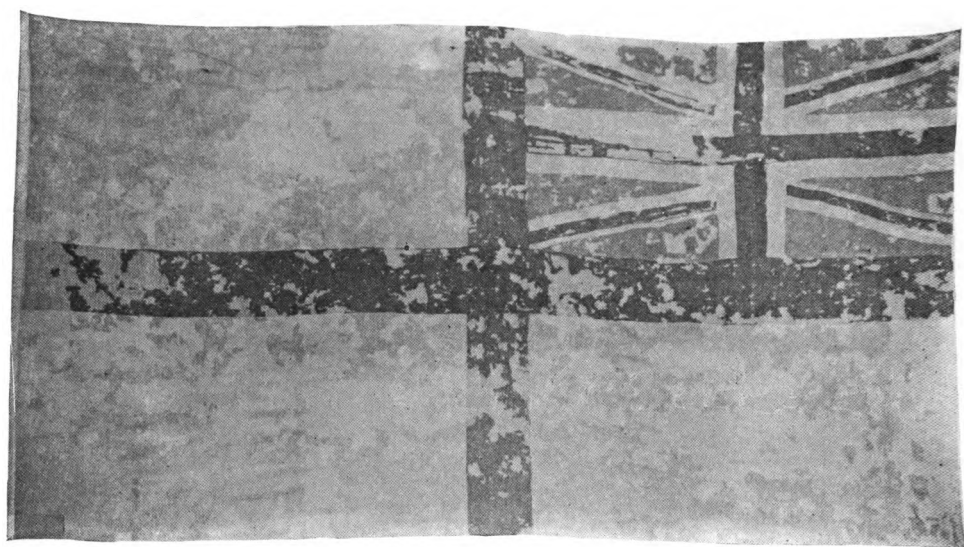
The three gold lions, "passant gardant," in the first and fourth quarters, are for England; the red lion, "rampant," in the second quarter, is for Scotland; the gold harp, in the third quarter, is for Ireland. In the center, the shield or "escutcheon of pretence," represents the Hanoverian dominions in Germany, including the arms of Brunswick (two gold lions on a red field), of Lunenburg (a blue lion, "rampant," on a gold field "semé of hearts proper"), and of Saxony (a silver, or white horse, "courant," on a red field). The shield in the center of the arms of Hanover is a further escutcheon of pretence, and bears, on a red field, the crown of Charlemagne, as the badge of the office of Arch Treasurer to the Holy Roman Empire. The arms of Hanover are surmounted by, or "ensigned with," the Electoral bonnet, indicating that the ruler of Hanover was an Elector of the Holy Roman Empire.



NUMBER 24

NUMBER 24

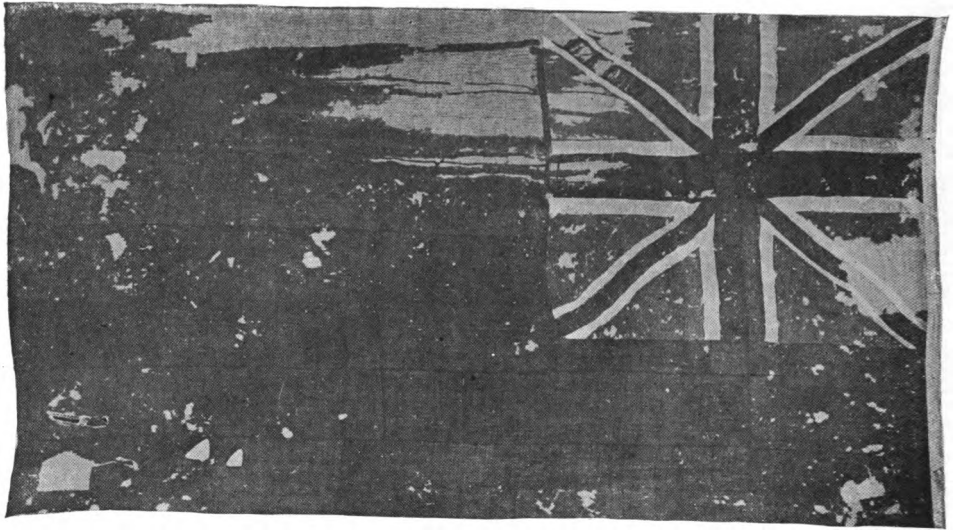
Ensign of the British ship *Confiance*, flagship of the squadron under Captain George Downie. Captured by the squadron under Master Commandant Thomas Macdonough, at the battle of Lake Champlain, off Plattsburgh, September 11, 1814.



NUMBER 27

NUMBER 27

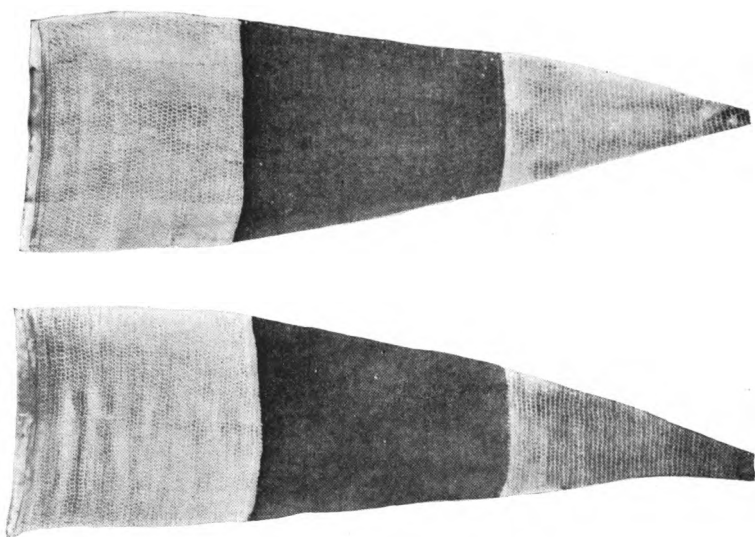
Ensign of the British sloop *Penguin*, Captain James Dickinson. Captured by the United States sloop *Hornet*, Captain James Biddle. Action fought off Tristan da Cunha, in the South Atlantic, March 23, 1815.



NUMBER 30

NUMBER 30

Ensign of the British ship *Levant*, Captain the Honorable George Douglas. Captured by the United States frigate *Constitution*, Captain Charles Stewart. Action fought off Madeira, February 20, 1815. The *Constitution* captured the *Cyane* in the same action.



NUMBER 40

NUMBER 40

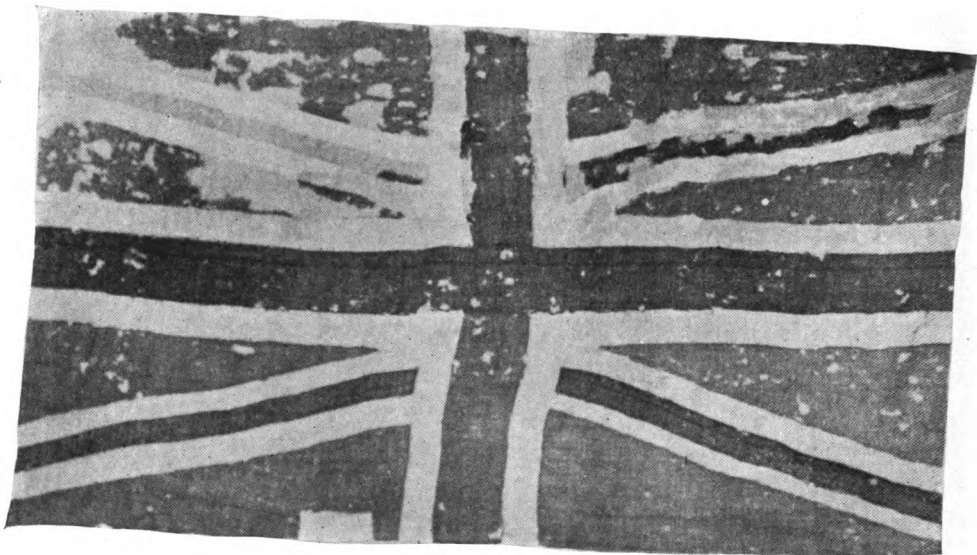
Two pennants of the British schooner *Chippewa*, Master's Mate John Campbell. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.



NUMBER 41

NUMBER 41

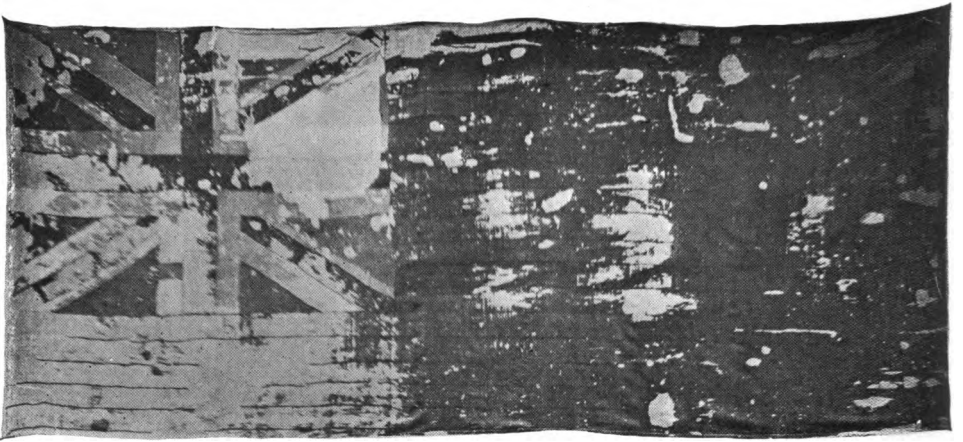
Pennant of the British ship *Queen Charlotte*, Captain Robert Finnis. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.



NUMBER 45

NUMBER 45

Jack of the British cutter *Landrail*, Lieutenant Robert Daniel Lancaster. Captured by the United States privateer schooner *Syren*, of Baltimore, Captain J. D. Daniels. Action fought in the English Channel, July 12, 1814.



NUMBER 50

NUMBER 50

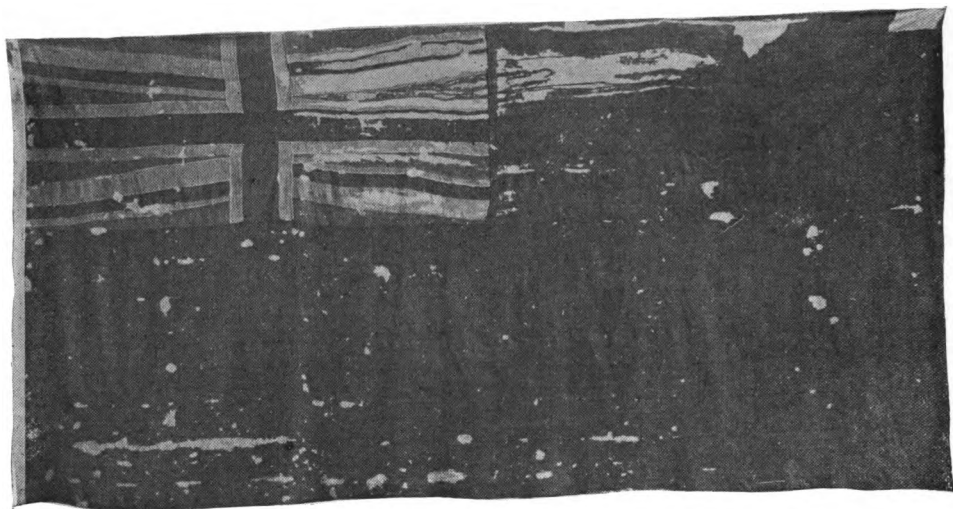
Ensign of the British ship *Detroit*, flagship of the squadron under Commodore Robert Heriot Barclay. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.



NUMBER 53

NUMBER 53

Ensign of the British frigate *Macedonian*, Captain John Surnam Carden. Captured by the United States frigate *United States*, Captain Stephen Decatur. Action fought in latitude 29° north ; longitude 29° 30' west, west of the Canary Islands, October 25, 1812.



NUMBER 54

NUMBER 54

Ensign of the British brig *Frolic*, Captain Thomas Whinyates. Captured by the United States sloop *Wasp*, Master Commandant Jacob Jones. Action fought about 500 miles east of Chesapeake Bay, October 18, 1812.



NUMBER 63

NUMBER 63

Ensign of the British brig *Peacock*, Captain William Peake. Captured by the United States sloop *Hornet*, Master Commandant James Lawrence. Action fought off the mouth of the Demarara River, British Guiana, February 24, 1813.

NUMBER 73

NUMBER 73 (NEXT TO NUMBER 52)

Pennant of the British schooner *Lady Prevost*, Captain Edward Buchan. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.



NUMBER 75

NUMBER 75 (IN SPACE WITH
NUMBER 53)

Pennant of the British brig *Hunter*, Lieutenant George Bignell. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.

INSCRIPTIONS
FOR
TROPHY FLAGS
IN
CASES 1 to 37
ACADEMIC BUILDING
AND
CASES 38 to 41
BANCROFT HALL

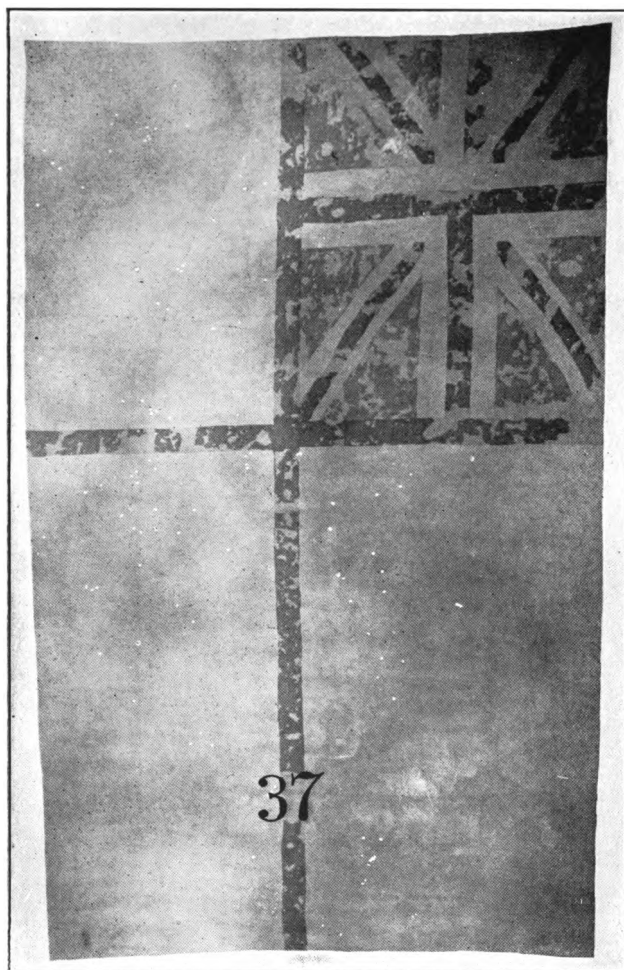


CASE NUMBER 1

CASE NUMBER 1

CATALOGUE NUMBER 26

Ensign of the British frigate *Java*, Captain Henry Lambert. Captured by the United States frigate *Constitution*, Captain William Bainbridge. Action fought off the southeast coast of Brazil, December 29, 1812.

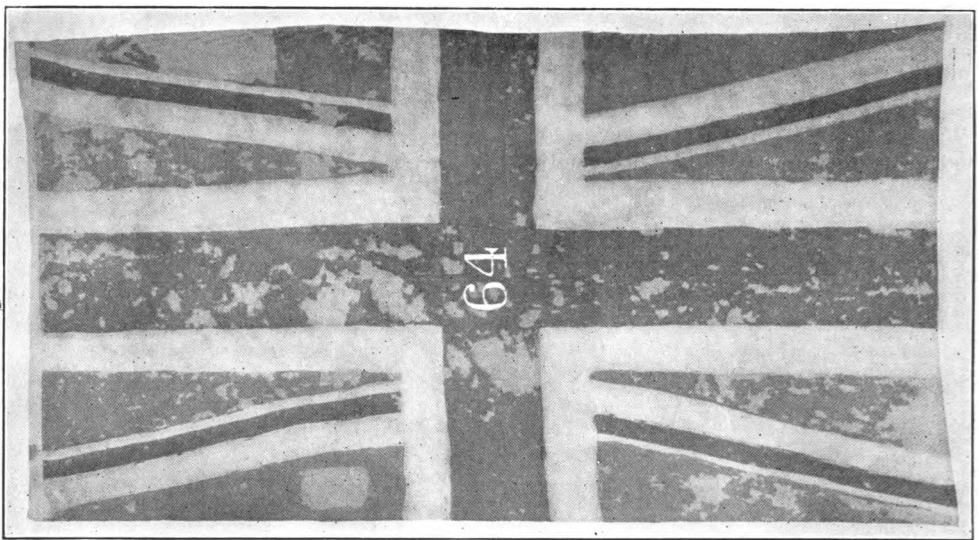
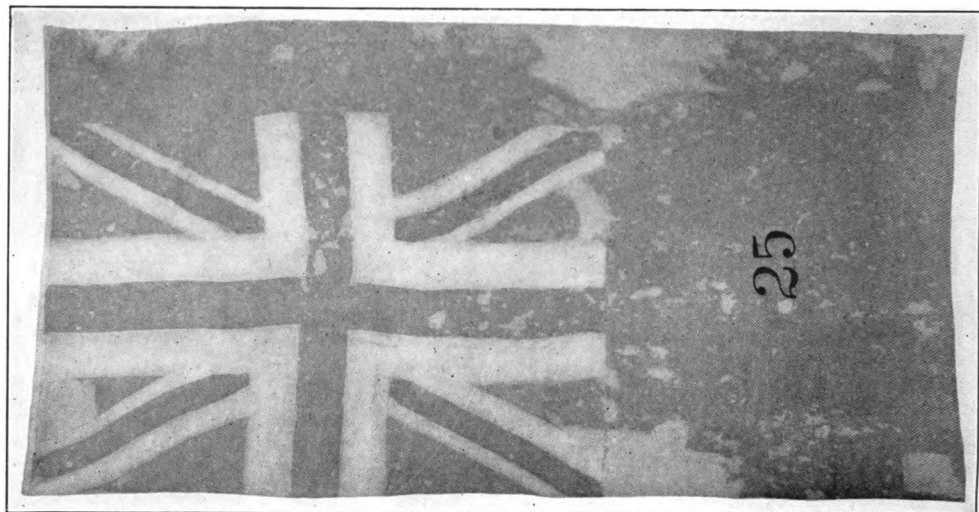


CASE NUMBER 2

CASE NUMBER 2

CATALOGUE NUMBER 37

Ensign of the British ship *Queen Charlotte*,
Captain Robert Finnis. Captured by the squadron
under Master Commandant Oliver Hazard Perry
at the battle of Lake Erie, September 10, 1813.



CASE NUMBER 3

CASE NUMBER 3

CATALOGUE NUMBER 64

Jack of the British ship *Cyane*, Captain Gordon Thomas Falcon, captured by the United States frigate *Constitution*, Captain Charles Stewart. Action fought off Madeira, February 20, 1815. The *Constitution* captured the *Levant* in the same action.

CATALOGUE NUMBER 25

Ensign of the British sloop *Little Belt*, Lieutenant Provine. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.



CASE NUMBER 4

CASE NUMBER 4

CATALOGUE NUMBER 36

Ensign of the British brig *Boxer*, Captain Samuel Blythe. Captured by the United States brig *Enterprise*, Lieutenant William Burrows. Action fought near Monhegan Island, Maine, September 5, 1813.

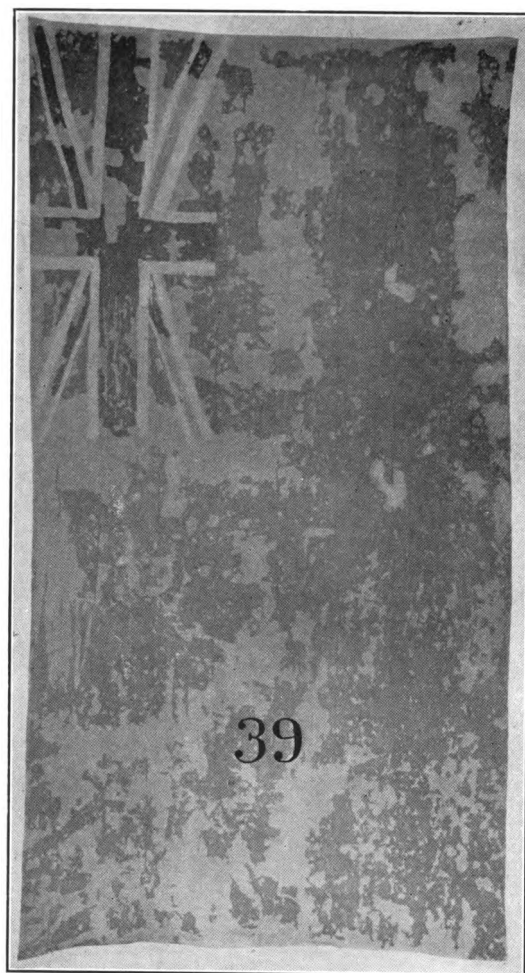


CASE NUMBER 5

CASE NUMBER 5

CATALOGUE NUMBER 38

British ensign marked "Beresford." History unknown. Its condition indicates that it was captured, probably, in the War of 1812. The addition to the British Jack and to the cantons of British ensigns of the Red Saltire Cross of Ireland, was made by royal proclamation of George III, in 1801.

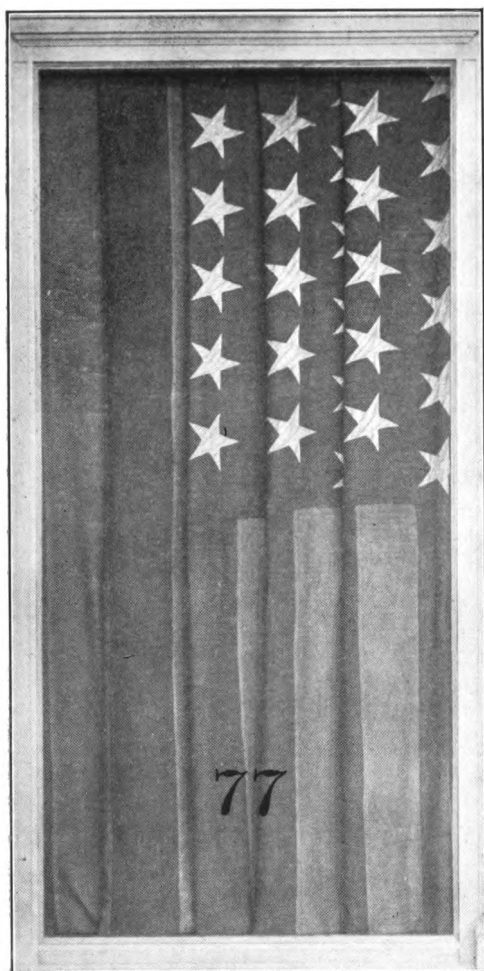


CASE NUMBER 6

CASE NUMBER 6

CATALOGUE NUMBER 39

Ensign of the British brig *Linnet*, Captain Daniel Pring. Captured by the squadron under Master Commandant Thomas Macdonough at the battle of Lake Champlain, off Plattsburgh, September 11, 1814.



CASE NUMBER 7

CASE NUMBER 7

CATALOGUE NUMBER 77

Ensign of the United States battleship *Maine*, Captain Charles Dwight Sigsbee. Blown up in the harbor of Havana, Cuba, February 15, 1898.

Recovered from a locker of the U. S. S. *Maine* after her destruction. Said to be the flag lowered at sunset on the evening of February 15, 1898.



CASE NUMBER 8

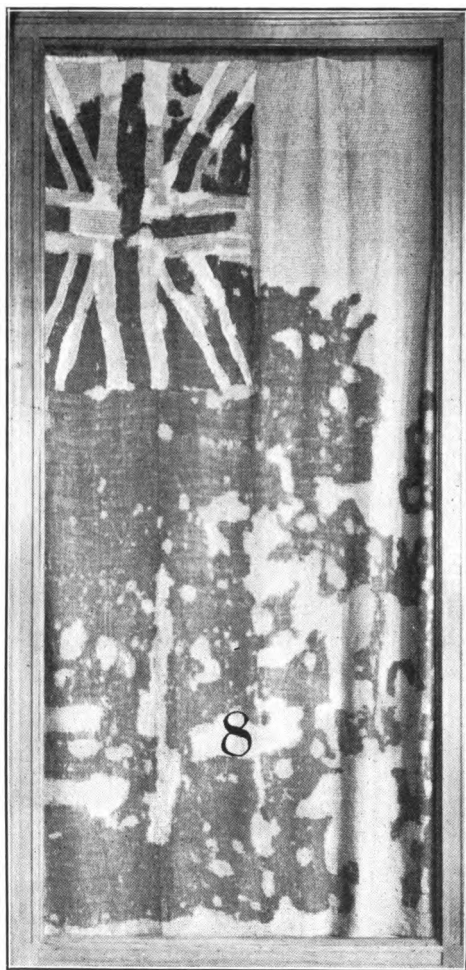
CASE NUMBER 8

CATALOGUE NUMBER 33, ABOVE

Ensign (half torn away) of the British schooner *Dominica*, Lieutenant George Wilmot Barretté. Captured by the United States privateer schooner *Decatur*, of Charleston, South Carolina, Captain Dominique Diron. Action fought in latitude $23^{\circ} 4'$ north; longitude 67° west (south of the Bermudas), August 5, 1813.

CATALOGUE NUMBER 67, BELOW

Jack of the British brig *Épervier*, Captain Richard Walter Wales. Captured by the United States sloop *Peacock*, Master Commandant Lewis Warrington. Action fought off Cape Canaveral, Florida, April 29, 1814.

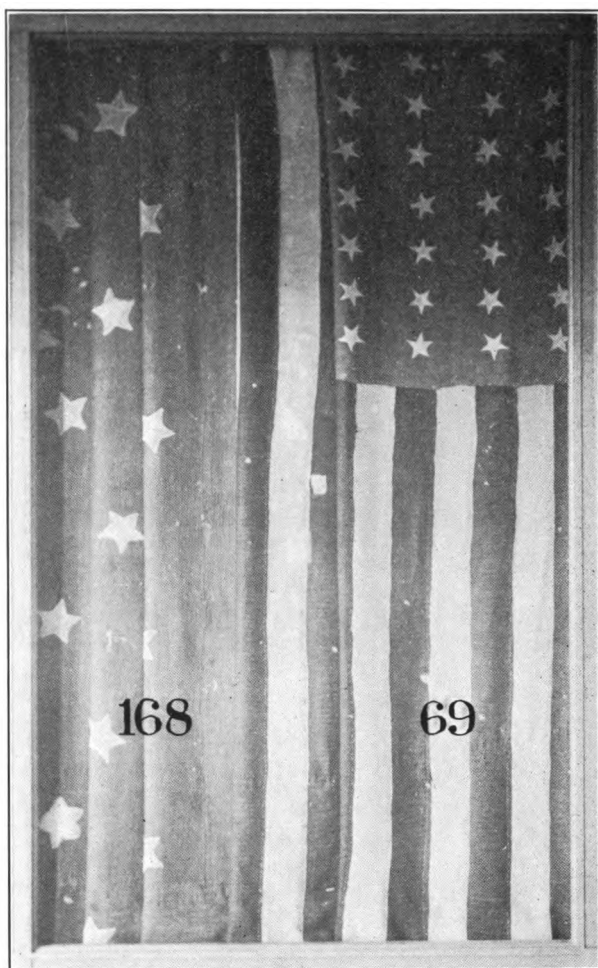


CASE NUMBER 9

CASE NUMBER 9

CATALOGUE NUMBER 8

Ensign of the British schooner *Highflyer*,
Lieutenant William Hutchinson. Captured by the
United States frigate *President*, Commodore
John Rodgers. Action fought off New York,
September 23, 1813.



CASE NUMBER 10

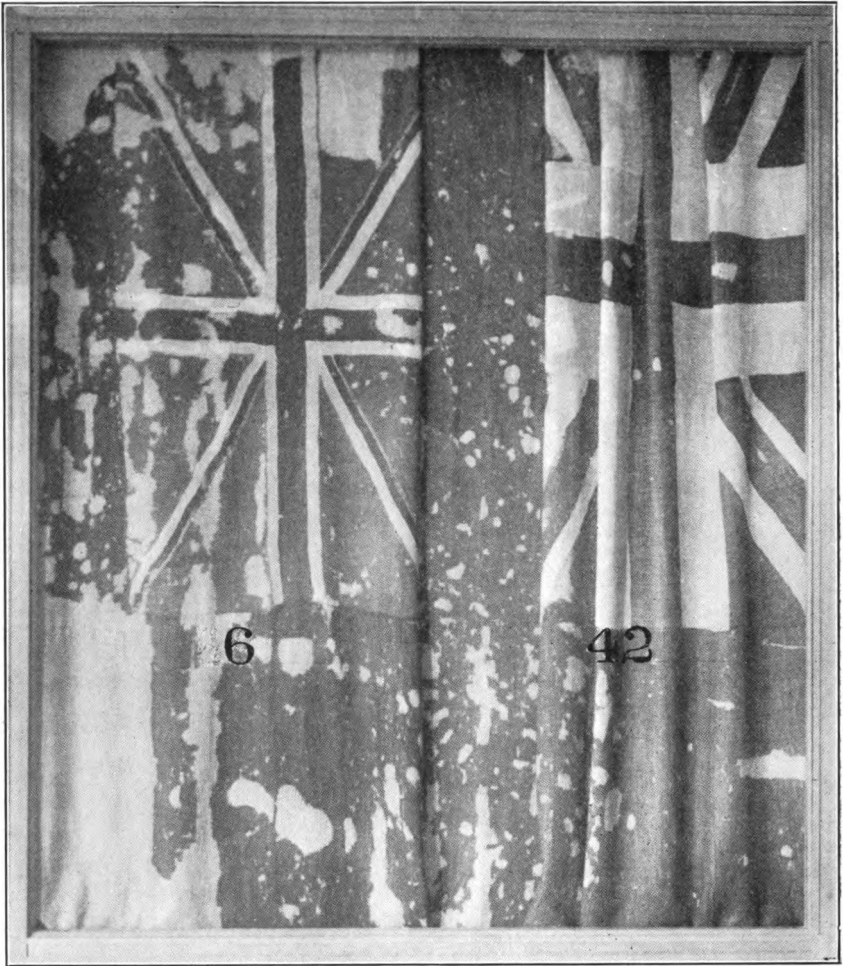
CASE NUMBER 10

CATALOGUE NUMBER 168

Jack of the United States brig *Truxtun*, Commander Henry Bruce. The *Truxtun* grounded during the attack on Tuxpan, Mexico, by the squadron under Commodore David Conner, August 15, 1846. The guns of the *Truxtun* and two jacks (see Number 169, Case 39, Bancroft Hall) were recovered when Tuxpan, under General Perfecto de Cos, was taken by a landing force under Captain Samuel Livingston Breese, from the Gulf Squadron, Commodore Matthew Calbraith Perry, April 18, 1847.

CATALOGUE NUMBER 69

Flag of the United States naval garrison at San José, Lower California, commanded by Lieutenant Charles Heywood. A handful of men held the mission house against the Mexican forces from November 9, 1847, until relieved by the United States ship *Cyane*, Commander Samuel Francis Du Pont, February 16, 1848. Passed Midshipman Tennant McLanahan met his death during an attack on the mission house.



CASE NUMBER 11

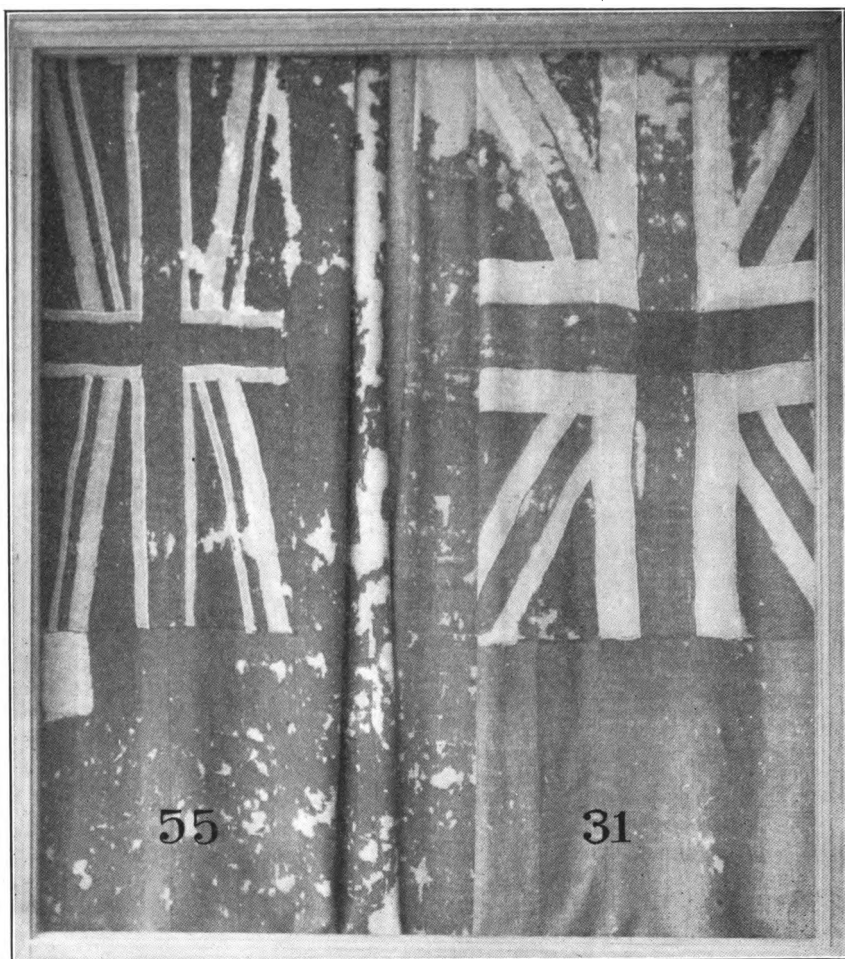
CASE NUMBER 11

CATALOGUE NUMBER 6

Ensign of the British schooner *St. Lawrence*, Lieutenant Henry Cranmer Gordon. Captured by the United States privateer *Chasseur*, Captain Thomas Boyle. Action fought off Havana, Cuba, February 26, 1815. The *St. Lawrence* was formerly the American privateer *Atlas*, Captain David Maffitt. The *Atlas*, and the *Anaconda*, Captain Nathaniel Shaler, were captured by a landing force from Rear-Admiral Sir George Cockburn's squadron at Ocracoke Inlet, North Carolina, July 13, 1813, and were taken into the British Navy.

CATALOGUE NUMBER 42

Ensign of the British schooner *Chippewa*, Master's Mate John Campbell. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.



CASE NUMBER 12

CASE NUMBER 12

CATALOGUE NUMBER 55

Ensign of the British ship-sloop *Alert*, Captain Thomas Lamb Laugharne. Captured by the United States frigate *Essex*, Captain David Porter. Action fought in the North Atlantic, August 13, 1812. The *Alert* was the first ship taken from the enemy in the War of 1812.

CATALOGUE NUMBER 31

Ensign of the British brig *Hunter*, Lieutenant George Bignell. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.



CASE NUMBER 14

CASE NUMBER 13

CASE NUMBER 13

CATALOGUE NUMBER 79, ABOVE

Ensign of the United States steamer *Huron*, Captain George Parker Ryan. Wrecked on Bodie Island, near Kittyhawk, north of Cape Hatteras, November 24, 1877. Four officers and thirty-one men were saved from a complement of nearly one hundred.

CATALOGUE NUMBER 43, BELOW

Mexican ensign captured at Mazatlan, Mexico, Colonel Rafael Telles, by a landing force from the *Independence*, the *Congress* and the *Cyane*, Commodore William Branford Shubrick, November 11, 1847.

CASE NUMBER 14

CATALOGUE NUMBER 15

Ensign of the French frigate *l'Insurgente*, Captain Michel Pierre Barreaut. Captured by the United States frigate *Constellation*, Captain Thomas Truxtun. Action fought off the Island of Nevis, West Indies, February 9, 1799.



CASE NUMBER 15

CASE NUMBER 15

CATALOGUE NUMBER 35

Chinese (Boxer) artillery flag. The Chinese character 炮 means "artillery"; used also for "cannon." Captured under fire from a Boxer barricade by Joseph Mitchell, gunner's mate, first class, of the legation guard at Peking, China, during the siege of the legations by the Boxers, July 12, 1900.

Gunner's Mate Mitchell was accompanied in his dash from the line of defence by a British marine, who met his death. They were covered by Private Young, of the United States Marines, who, by his accurate fire, kept the Boxers down.



CASE NUMBER 16

CASE NUMBER 16

CATALOGUE NUMBER 78 (ATTACHED TO NUMBER 58)

British guidon, known as a "King's guidon." History obscure. The original inscription states that it was "presented by John Wilson, Bedford, L. I." Bedford, Long Island, was situated where part of the city of Brooklyn now stands. In the Brooklyn "Star" of July 8, 1812, appeared this announcement: "A new company of horse or flying artillery is lately raised in this vicinity under the command of Captain John Wilson. This company promises, under the able management of Captain Wilson, to equal, if not excel, any company in the state."

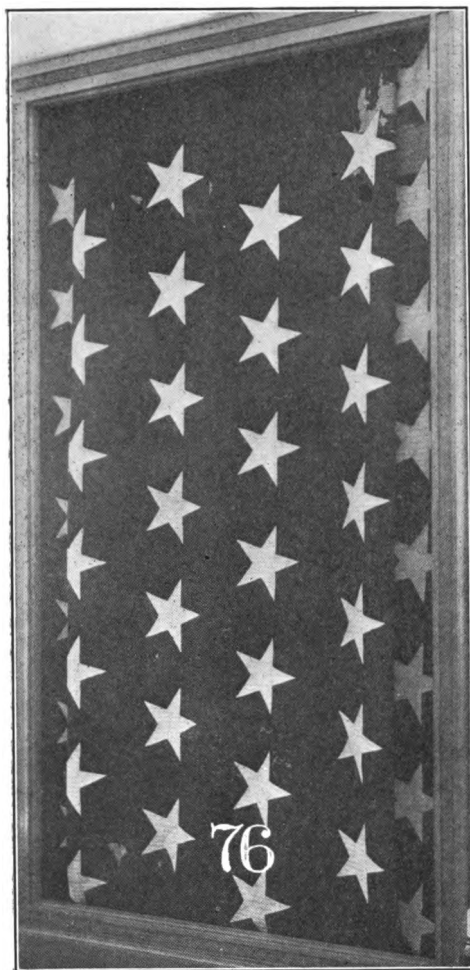
The blazonry of the Royal Arms on this guidon, together with the Roman numeral III, above the G R, places it in the reign of George III, previous to 1801, so far as heraldry is concerned. In 1801 the royal arms and standards were changed to the blazonry shown on the royal standard (Number 14). This does not necessarily preclude the possibility that a British regiment or cavalry troop might have carried a flag, the heraldic form of which was of a former date.

CATALOGUE NUMBER 58

Silk flag with nine horizontal stripes, the hoist being uppermost as it is hung in the case. History unknown. The stripes were originally, it is thought, red and yellow, and they alternate, beginning with a red stripe at the top.

According to a painting in the Administration Building, Naval Academy, on which the artist, M. Corné, has inscribed the date 1805, the military flag of Tripoli, pictured as flown from the Tripolitan batteries during Commodore Edward Preble's bombardment in 1803, had alternate red and yellow stripes, seven in number, and arranged horizontally.

This flag, Number 58, was catalogued in 1888 as captured from the British brig *Épervier*.



CASE NUMBER 17

CASE NUMBER 17

CATALOGUE NUMBER 76

Jack of the United States battleship *Maine*, Captain Charles Dwight Sigsbee. Blown up in the harbor of Havana, Cuba, February 15, 1898.

This is the Union Jack which was in daily use on the old U. S. S. *Maine* at the time of her destruction. It was found rolled up at the foot of the jack staff, ready to be hoisted the following morning. After the destruction of the ship it was turned over to the American Consul General, who later sent it to the Secretary of the Navy. By direction of the Secretary it was placed on exhibition at the Alaska-Yukon-Pacific Exposition.



CASE NUMBER 18

CASE NUMBER 18

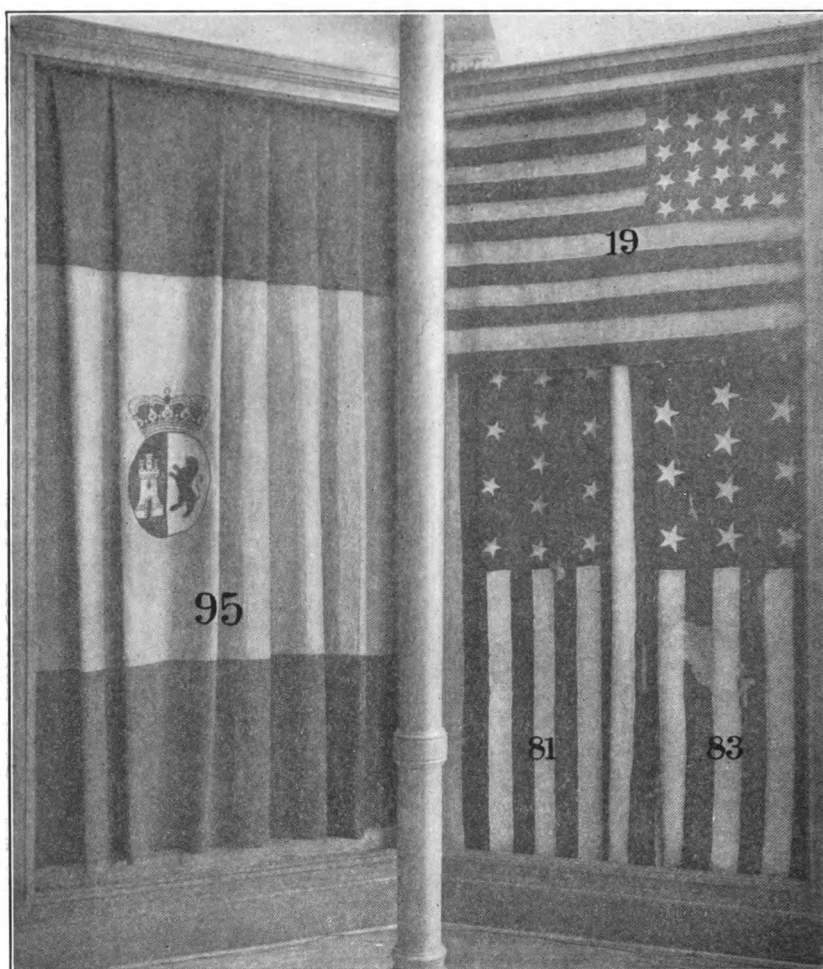
CATALOGUE NUMBER 60, ABOVE

The red border extends completely round the flag, as cannot be seen in the case because the hoist and the fly are folded back. The history of this flag is unknown.

CATALOGUE NUMBER 2

History unknown. A British jack. Hoist and fly folded back. Length, 8 feet 11 inches; width, 4 feet 8 inches. Marked in ink on the hoist "*Avon*." In all probability, this is not the jack of the British brig *Avon*, Captain the Honorable James Arbuthnot, defeated by the United States sloop *Wasp*, Master Commandant Johnston Blakeley, in British waters, on the night of September 1, 1814. Blakeley did not know the name of the vessel he engaged. At 10 p. m. the stranger's fire ceased. At 10.12 Blakeley hailed to ask if she had surrendered. The reply was "yes." The *Wasp* was about to lower a boat when suddenly another ship appeared. The boat was ordered back and the men sent to quarters. At 10.36 two more vessels were discovered standing toward the *Wasp*. Blakeley then stood away with the second stranger in chase. He escaped and continued his cruise, not knowing the name or the fate of his antagonist. It was afterward known that she was the *Avon*. The vessel that came to the rescue of the *Avon* was a British brig, the *Castilian*, Captain David Braimer, who reported chasing the *Avon's* assailant at about 11 p. m. on September 1, 1814. The difference in time reported by Braimer is negligible. The *Avon* made repeated signals of distress, and (11.55) Captain Braimer was informed by Captain Arbuthnot that the *Avon* was sinking: At 1 a. m., on the 2d, just as the last boat from the *Castilian* had pushed off from the *Avon*, the British brig went down.

The *Wasp* never returned to port. After capturing three merchantmen, Blakeley sent one of them, the *Atalanta*, with his official reports, to Savannah, in charge of Midshipman David Geisinger. The *Atalanta* bore the last intelligence ever received from the *Wasp*, which was lost at sea.



CASE NUMBER 20

CASE NUMBER 19

CASE NUMBER 19

CATALOGUE NUMBER 19, ABOVE

The first U. S. ensign hoisted in Japan. Used by Commodore Matthew Calbraith Perry, at his interview with the Imperial commissioners, Toda, Prince of Idzu, and Ido, Prince of Iwami, at Uruga, near Yokohama, July 14, 1853, when a letter from President Fillmore was delivered in state. On March 31, 1854, Commodore Perry signed, at Yokohama, a provisional treaty, by which the ports of Hakodate and Simoda were later opened to American commerce.

CATALOGUE NUMBER 81, BELOW, ON THE LEFT

The flag of the *Saginaw's* gig. The U. S. steamer *Saginaw*, Lieutenant Commander Montgomery Sicard, was wrecked on Ocean Island, about 50 miles west of the Midway Islands, Pacific Ocean, on October 29, 1870. Lieutenant John Gunnell Talbot volunteered to take the gig to the Hawaiian Islands, a sailing voyage of 1500 miles, to obtain relief. He took with him four volunteers, Coxwain William Halford, Quartermaster Peter Francis, Seaman John Andrews, and Seaman James Muir. The gig left Ocean Island, November 18, 1870, and reached the Island of Kauai, December 19, 1870. Halford was the sole survivor. His message enabled the Royal Hawaiian steamer *Kilauea* to rescue the officers and crew of the *Saginaw*, January 3, 1871. The sextant used in navigating the gig was designed, and constructed from fragments of the wreck, on Ocean Island, by 2d Assistant Engineer Herschel Main. It is preserved at the Department of Marine Engineering, Naval Academy. The gig is preserved at the Department of Seamanship.

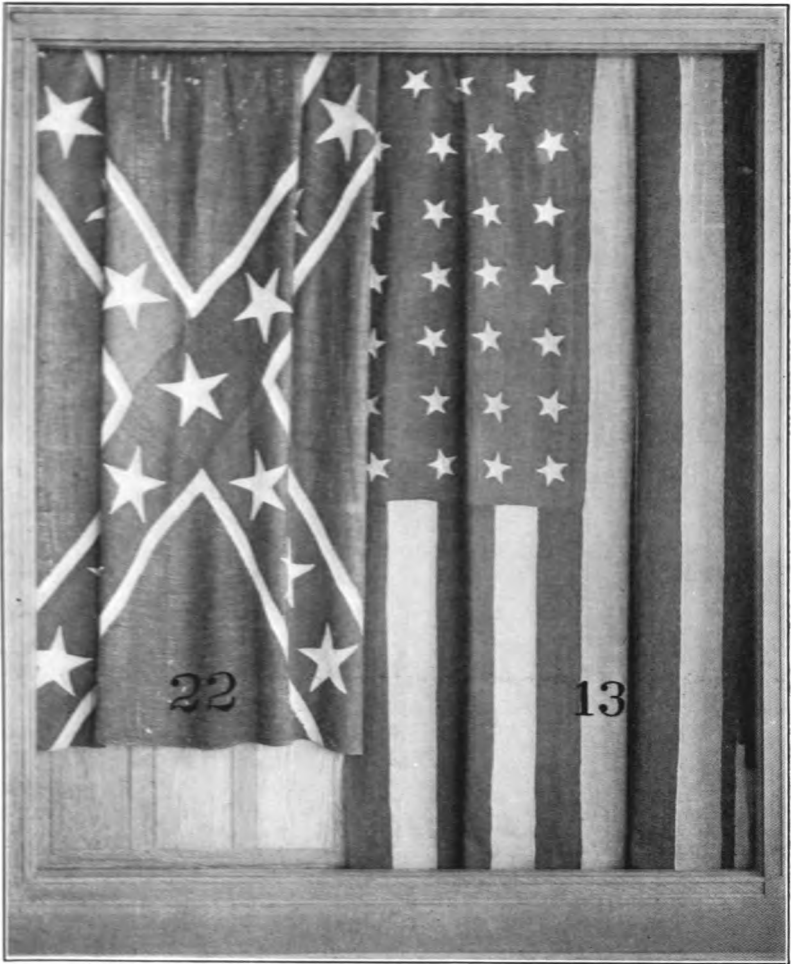
CATALOGUE NUMBER 83, BELOW, ON THE RIGHT

Ensign of the U. S. ironclad ship *New Ironsides*. Named in honor of *Old Ironsides* (frigate *Constitution*). The *New Ironsides* was considered the most powerful vessel in the Union Navy during the Civil War. This ensign was hoisted on the *New Ironsides*, Commodore Stephen Clegg Rowan, during a duel with Fort Moultrie, Charleston, South Carolina, September 8, 1863. A new flag, it was used only on that day, and, being torn by shell fragments, was thereafter preserved by Commodore Rowan and his descendants. On the night of September 7, the monitor *Weehawken*, Captain John Rodgers, ran aground near Morris Island. At day-break she was exposed to a heavy fire from the forts. While the monitors of the squadron engaged other batteries, Commodore Rowan placed the *New Ironsides* between the *Weehawken* and Fort Moultrie, silencing the Confederate guns after a duel of three hours. The *Weehawken* floated with high tide at 4 p. m.

CASE NUMBER 20

CATALOGUE NUMBER 95, BELOW

Flag flown at the main of the Spanish cruiser *Don Antonio de Ulloa*, Captain Enrique Robiou, when, refusing to surrender, the *Ulloa* sank with her guns still blazing defiance, and all flags flying, at the battle of Manila Bay, May 1, 1898.



CASE NUMBER 21

CASE NUMBER 21

NUMBER 22, ON THE LEFT

Ensign of the Confederate States ram *Albemarle*, Lieutenant Alexander F. Warley. Sunk with a spar torpedo handled from a picket launch by Lieutenant William Barker Cushing, at Plymouth, Roanoke River, North Carolina, on the night of October 27, 1864.

This ensign was taken shortly afterward, at the capture of Plymouth.

CATALOGUE NUMBER 13, ON THE RIGHT

Ensign of the United States sloop-of-war *Kearsarge*, Captain John Ancrum Winslow. Hoisted at the main during the action between the *Kearsarge* and the Confederate States commerce-destroying cruiser *Alabama*, Captain Raphael Semmes, off Cherbourg, France, June 19, 1864.



CASE NUMBER 22

CASE NUMBER 22

CATALOGUE NUMBER 16

STANDARD OF KOREAN GENERALISSIMO

The characters 帥 mean "Generalissimo" or "commander-in-chief," and are similar in form to the Chinese characters having the same use.

Captured under fire from the main redoubt, "Fort McKee," of the Korean forts at Kang Hoa, on the Salée or Han River, north of Chemulpo and west of Seoul, by Private Hugh Purvis, Private Brown, and Captain McLane Tilton, of the detachment of marines under Captain Tilton, in the landing force under Commander Lewis Ashfield Kimberly, from the squadron under Rear-Admiral John Rodgers, June 11, 1871.

Rear-Admiral Rodgers' squadron escorted the American minister to China, Mr. Frederick Ferdinand Low, on a diplomatic mission to Korea. During the negotiations the squadron lay at Boisé anchorage. On June 1, by permission of the Korean authorities at Seoul, the U. S. S. *Monocacy*, Commander Edward Price McCrea, was sent up the river to make surveys. Without warning, two launches engaged in charting were fired on by the forts at Kang Hoa. Two seamen were wounded. The *Monocacy* silenced the forts and returned to Boisé. Rear-Admiral Rodgers, after consulting with Minister Low, informed the Koreans that they would be given ten days in which to make an explanation. They refused to recognize the demand. On June 10 the landing force of 536 seamen and 105 marines, with 7 howitzers, destroyed the lower forts and encamped for further operations. On the 11th, covered by the U. S. S. *Palos*, Lieutenant Charles H. Rockwell, the landing force stormed the main redoubt, charging up a steep hill and scaling the walls. Lieutenant Hugh Wilson McKee, the first to enter the fort, was mortally wounded. His assailant was shot down by Lieutenant Commander Winfield Scott Schley. The Koreans expected no quarter and gave none, the fort being captured only when the last defender was killed. In dismantling the five forts, the landing force captured or destroyed 481 pieces of ordnance and 150 flags, many of which are in this collection. The operations were directed by Commander Homer C. Blake, U. S. S. *Alaska*. In February, 1871, Mr. Low negotiated a treaty with Korea by which the United States acquired certain commercial rights and the Korean government agreed to safeguard the lives and property of shipwrecked American sailors.

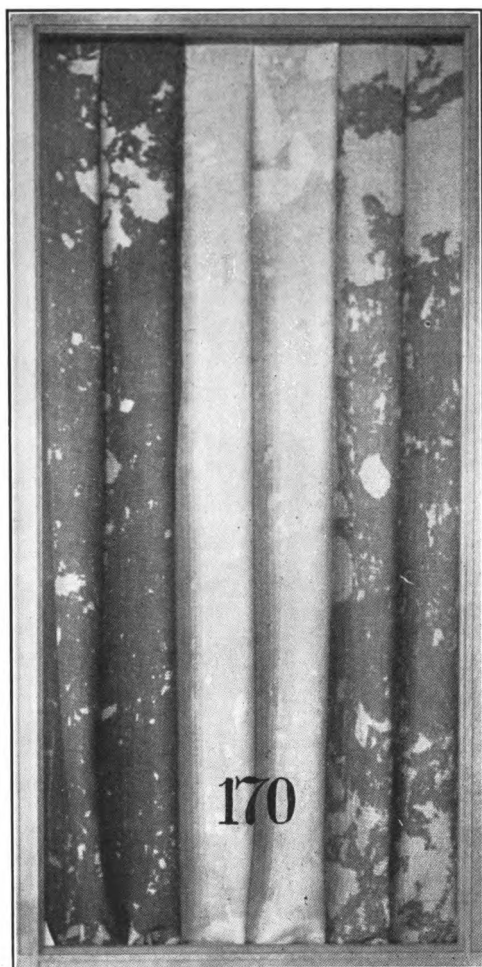


CASE NUMBER 23

CASE NUMBER 23

CATALOGUE NUMBER 171

Jack of the British ship *Detroit*, flagship of Commodore Robert Heriot Barclay. Captured by the squadron under Master Commandant Oliver Hazard Perry at the battle of Lake Erie, September 10, 1813.

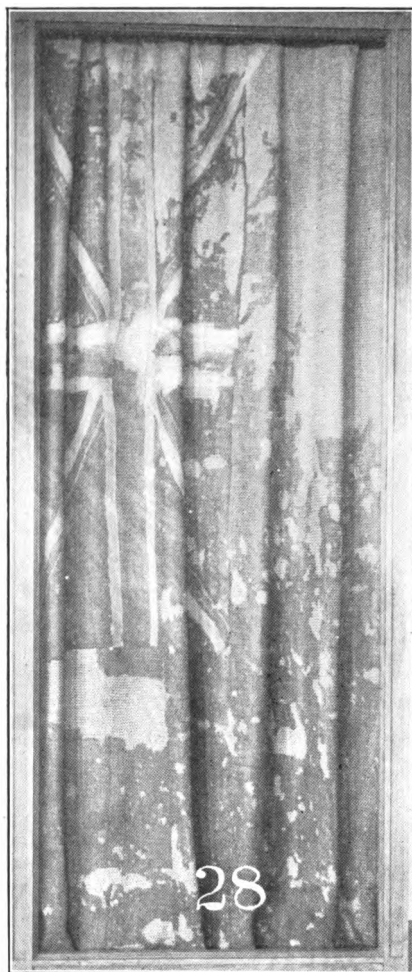


CASE NUMBER 24

CASE NUMBER 24

CATALOGUE NUMBER 170

Ensign of the French corvette *le Berceau*,
Captain Louis André Senes. Captured by the
United States ship *Boston*, Captain George Little.
Action fought in latitude $22^{\circ} 50'$ north ; longitude
 51° west, northeast of Guadeloupe, West Indies,
October 12, 1800.

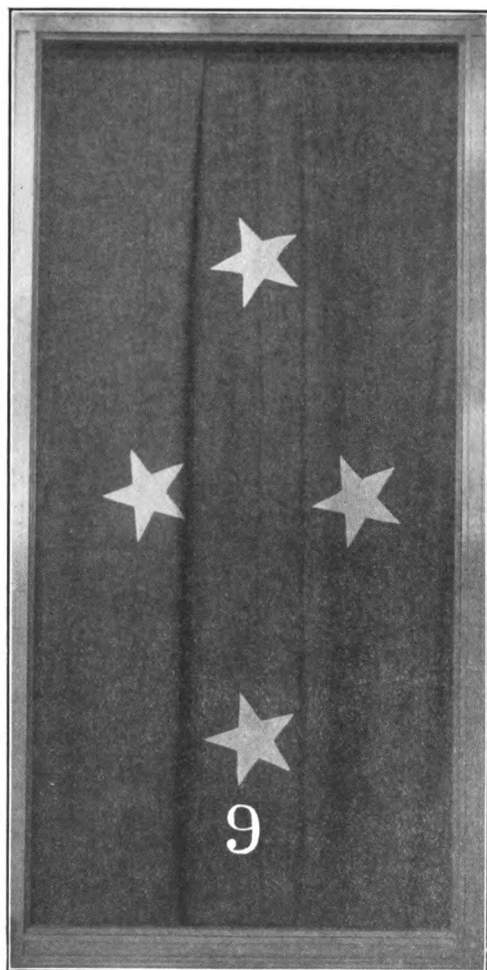


CASE NUMBER 25

CASE NUMBER 25

CATALOGUE NUMBER 28

Ensign of the British sloop *Chub*, Lieutenant James McGhie. Captured by the squadron under Master Commandant Thomas Macdonough at the battle of Lake Champlain, September 11, 1814.



CASE NUMBER 26

CASE NUMBER 26

CATALOGUE NUMBER 9

Admiral's flag. Flown by Admiral David Glasgow Farragut on the U. S. S. *Tallapoosa*, his last command, 1870.



CASE NUMBER 27

CASE NUMBER 27

CATALOGUE NUMBER 65

Mexican ensign. Captured at Monterey, California, by a landing force of 250 seamen and marines, commanded by Captain William Mervine, from the *Savannah*, the *Warren*, the *Cyane* and the *Levant*, Commodore John Drake Sloat, July 7, 1846.

CATALOGUE NUMBER 20

Mexican ensign. Marked "San Juan." History obscure. Taken, probably, from the fortress of "San Juan de Ulloa," the citadel of Vera Cruz, Mexico, when the city surrendered to the forces of General Winfield Scott and the squadron under Commodore Matthew Calbraith Perry, March 28, 1847.

CATALOGUE NUMBER 7

Mexican ensign. Captured at Tuxpan, General Perfecto de Cos, by a landing force under Captain Samuel Livingston Breese, from the Gulf Squadron, Commodore Matthew Calbraith Perry, April 18, 1847.

CATALOGUE NUMBER 51

Mexican ensign. Captured at Mazatlan, Colonel Rafael Telles, by a landing force from the *Independence*, the *Congress* and the *Cyane*, Commodore William Branford Shubrick, November 11, 1847.

CATALOGUE NUMBER 152

Korean flag. Captured by Landsman Mark Harris, U. S. S. *Colorado*. The characters mean "inspection" and to "tour." This is probably the standard of an official sent on a tour of inspection.

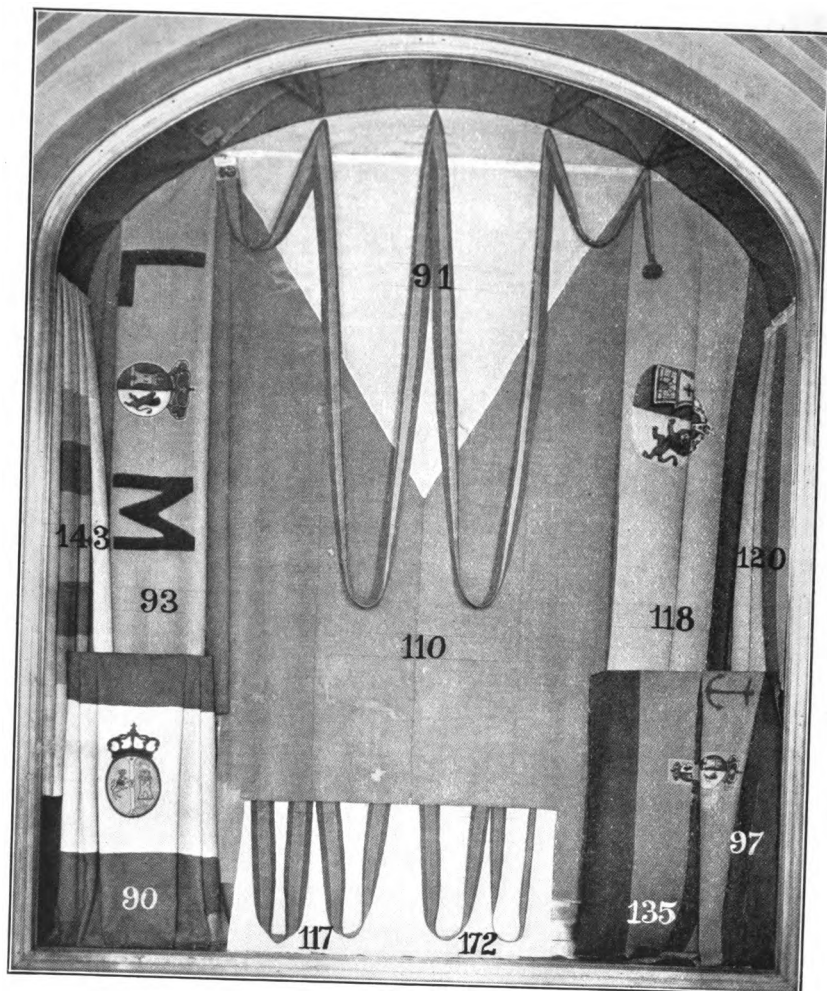
CATALOGUE NUMBER 61

Mexican cavalry guidon. "Escuadron activo de Vera Cruz" (Vera Cruz Squadron-of-the-Line). Captured, probably, by the naval force from the squadron under Commodore Matthew Calbraith Perry, during the investment of Vera Cruz, or at its surrender, March 28, 1847.

CATALOGUE NUMBER 62

Mexican cavalry guidon. "Escuadron Activo de Jalapa" (Jalapa Squadron-of-the-Line). Captured, probably, by the naval force from the squadron under Commodore Matthew Calbraith Perry, during the investment of Vera Cruz, or at its surrender, March 28, 1847.

TO VNU AIRPORT



CASE NUMBER 28

CASE NUMBER 28

CATALOGUE NUMBER 143

Jack of the Spanish gunboat *Don Jorge Juan*, captured by the United States gunboat *Annapolis*, Commander John Jacob Hunter, at the capture of Nipe Bay, Cuba, July 1, 1898.

CATALOGUE NUMBER 93

Spanish ensign with blue letters L M, which may stand for "Liga Maritima," or Maritime League. Dewey collection. "Taken from vessels and arsenal after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 91

Captain's pennant from the Spanish cruiser *Don Juan de Austria*, Captain Juan de la Concha, captured by the squadron under Commodore George Dewey at the battle of Manila Bay, May 1, 1898.

CATALOGUE NUMBER 110

Flag of insurgent Filipinos. Captured at Fort Iloilo by a landing force under Lieutenant Albert Parker Niblack, from the U. S. S. *Boston*, Captain George Francis Faxon Wilde, and the U. S. S. *Petrel*, Commander Charles Carpenter Cornwell, February 11, 1899.

CATALOGUE NUMBER 118

Flag of capitan de navio (captain, junior grade), commanding division, Spanish Navy. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 120

Spanish merchant ensign. Dewey collection. "Taken from Cavite arsenal after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 90

Spanish flag. Silk. Unusual armorial. Taken by the United States cruiser *Charleston*, Captain Henry Glass, at the surrender of Guam, Mariana Islands, Governor Juan Marina, June 21, 1898.

CATALOGUE NUMBER 117

Spanish captain's pennant. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 172

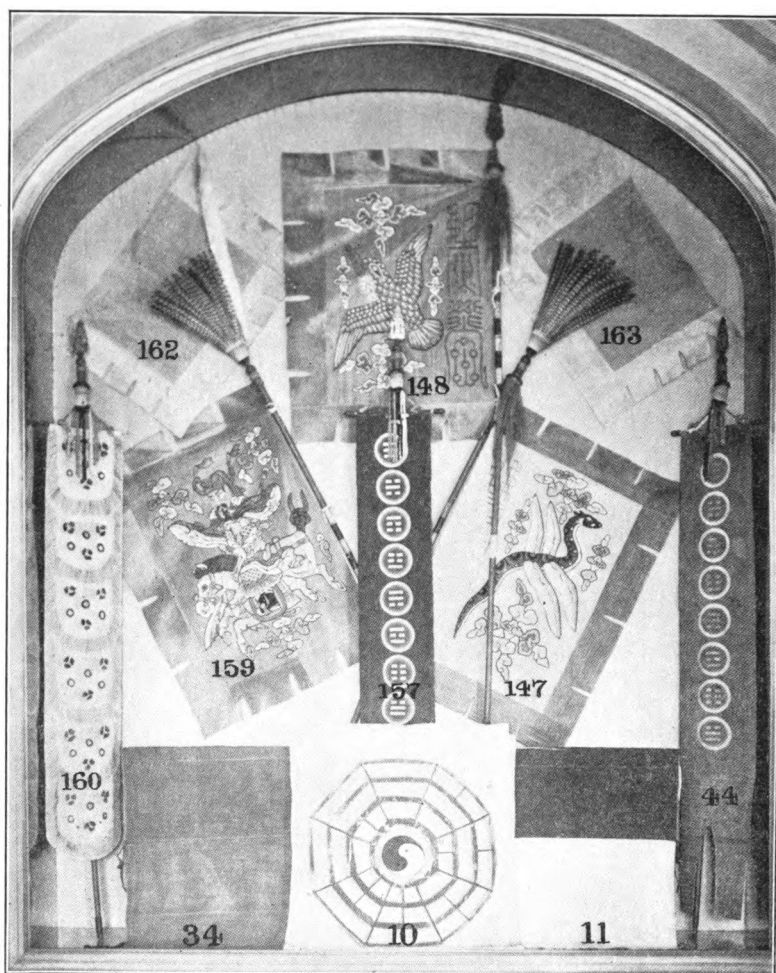
Surrender flag of Cavite, Manila Bay. A sheet, hoisted May 1, 1898, about mid-day, after negotiations following the battle of Manila Bay. Presumably from the household of a Spanish officer. Bears the monogram E S or S E.

CATALOGUE NUMBER 135

Small Spanish naval ensign, "bandera de popa," or stern flag. Captured at the battle of Manila Bay, May 1, 1898.

CATALOGUE NUMBER 97

Flag of capitan de navio, 1ª clase (captain, senior grade), commanding division, Spanish Navy. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."



CASE NUMBER 29

≡ Purity
≡ Love

≡ Charity
≡ Benevolence

≡ Courage
≡ Honesty

≡ Reverence
≡ Esteem

CASE NUMBER 29

CATALOGUE NUMBER 162

Korean flag. Pennant attached. Captured by Seaman Frank McGregor, U. S. S. *Colorado*, June 11, 1871. All the Korean flags in this collection were captured on this day, at the punitive attack on the forts at Kang Hoa, Salée River, near Boisée Anchorage, Korea, by a landing force under Commander Lewis Ashfield Kimberly, from the squadron under Rear-Admiral John Rodgers.

CATALOGUE NUMBER 148

Korean flag. The seal, or device, in blue, and the bird symbol, represent "fire," one of the "five elements of creation." Captured by Private Cannon, Marine, U. S. S. *Colorado*.

CATALOGUE NUMBER 163

Korean flag. See list of Captors Unassigned, below.

CATALOGUE NUMBER 160

Korean bannerette. Significance of the design not known. Captured by Ordinary Seaman Thomas Woods, U. S. S. *Alaska*.

CATALOGUE NUMBER 159

Korean flag. Significance of the horseman device not known.

CATALOGUE NUMBER 157

Korean bannerette. The eight national symbols of Korea are translated above. Captured by Ordinary Seaman Michael Thomas, U. S. S. *Colorado*.

CATALOGUE NUMBER 147

Korean flag. The seal, or device, in red, and the dragon-fly symbol, represent "earth," one of the "five elements of creation." Captured by Private Halpin, marine, U. S. S. *Colorado*.

CATALOGUE NUMBER 44

Korean bannerette. Captured by Ordinary Seaman Edward Heintze, U. S. S. *Colorado*.

CATALOGUE NUMBER 34

Korean flag. Captured by Seaman John Antoski, U. S. S. *Colorado*.

CATALOGUE NUMBER 10

Chinese pirate flag. Bears in the center the Korean national symbol, the Yang Ying, defaced by dots. The border is a geometrical arrangement of the eight symbols shown on Numbers 157 and 44, indicating possibly that the pirates were Koreans. Captured from a pirate battery at Coula, on the Island of Tylo, or Tai-Lo, eleven miles southeast of Macao, China, November 13, 1854. The U. S. S. *Macedonian*, Captain Joel Abbot, acting in concert with a force from the British fleet, sent her pinnace to aid in the destruction of the pirate settlement. The chartered steamer *Queen*, Lieutenant George Henry Preble, landed the pinnace, in charge of Acting Master John Glendy Sproston. During the destruction of the settlement, Sproston's men captured this flag.

CATALOGUE NUMBER 11

Korean flag. Captured by Ordinary Seaman Thomas Woods, U. S. S. *Colorado*.

Captors of Korean flags unassigned (Cases 27, 29, 30). Seaman James Corcoran, Landsman C. S. Williams, Landsman Charles Johnson and ——— Donlan.



CASE NUMBER 30

CASE NUMBER 30
CATALOGUE NUMBER 161

Korean guidon. Characters read: "Flag of captain of 1st company, rear battalion, 1st regiment." Captured, as were all the Korean flags in this collection, at the punitive attack on the forts at Kang Hoa, on the Salée or Han River, near Boisé Anchorage, by a landing force under Commander Lewis Ashfield Kimberly, disembarked from the squadron under Rear-Admiral John Rodgers, June 10-11, 1871. Captured by Private McGranville, Marine, U. S. S. *Colorado*.

CATALOGUE NUMBER 155

Korean flag. The seal, or device, in white, and the turtle symbol, represent "water," one of the "five elements of creation." Captured by Private of Marines John Davis, U. S. S. *Colorado*, June 11, 1871.

CATALOGUE NUMBER 154

Korean guidon. Characters read: "Flag of captain of 2d company, rear battalion, 1st regiment."

CATALOGUE NUMBER 166

Korean flag. Half torn away. Apparently similar in design to Number 155. Captured by Corporal Jno. McDevitt, Marine, U. S. S. *Alaska*.

CATALOGUE NUMBER 167

Korean guidon. "Swallowtail."

CATALOGUE NUMBER 46

Korean flag. The seal, or device, in red, and the dragon-fly symbol, represent "earth," one of the "five elements of creation." Captured by Private of Marines Lyons, U. S. S. *Colorado*, June 11, 1871.

CATALOGUE NUMBER 18

Korean bannerette. The eight national symbols of Korea read, from bottom to top: "Esteem, Reverence, Honesty, Courage, Benevolence, Charity, Love, Purity." Captured by Seaman Jno. Shoemaker, U. S. S. *Colorado*, June 11, 1871. The staff belongs to Number 150.

CATALOGUE NUMBER 150

Korean flag. The seal, or device, in black, and the dragon symbol, represent "wood," one of the "five elements of creation." Captured by A. Morris, captain of the mizzen top, U. S. S. *Colorado*, June 11, 1871.

CATALOGUE NUMBER 158

Korean bannerette. Symbols same as on Number 18. Captured by Landsman M. Anderson, U. S. S. *Benicia*.

CATALOGUE NUMBER 151

Korean guidon (Back of case).

CATALOGUE NUMBER 156

Korean guidon (Back of case).

CATALOGUE NUMBER 149

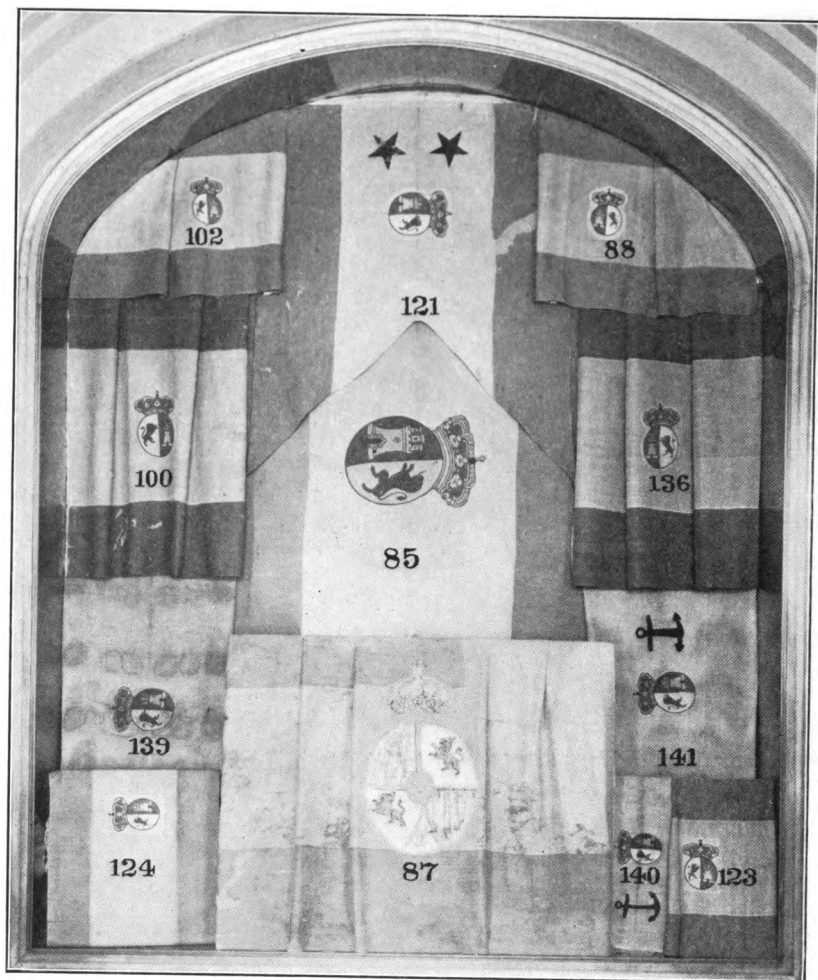
Korean flag. Brocade silk.

CATALOGUE NUMBER 165

Korean flag. Captured by M. Tate, U. S. S. *Benicia*. Upper row of characters mean "sunk," "ditch," "military corps"; right-hand row, "brigand capturing," "corps"; left-hand row, "lance corporal" and "——," a proper name (?).

CATALOGUE NUMBER 164

Korean flag. The Korean character means (1) "gold," (2) "metal," (3) used as a surname. Probably the name of an officer on his standard.



CASE NUMBER 31

CASE NUMBER 31

CATALOGUE NUMBER 102

Spanish boat flag. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 121

Boat flag of Governor General of the Philippines. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 88

Spanish flag. Taken at Guam, Mariana Islands, when the colony was surrendered by Governor Juan Marina to the U. S. S. *Charleston*, Captain Henry Glass, June 21, 1898.

CATALOGUE NUMBER 100

Spanish ensign. Taken from Cavite arsenal, Manila. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 85

Flag of Captain General, Spanish Army. Dewey collection. "Taken from Cavite arsenal after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 136

Ensign of the Spanish armed transport *Cebu*. Captured at Manila, August, 1898.

CATALOGUE NUMBER 139

Flag of capitan de navio (captain, junior grade), commanding division. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 141

Flag of capitan de fragata (commander), commanding division. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 124

Spanish ensign. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 87

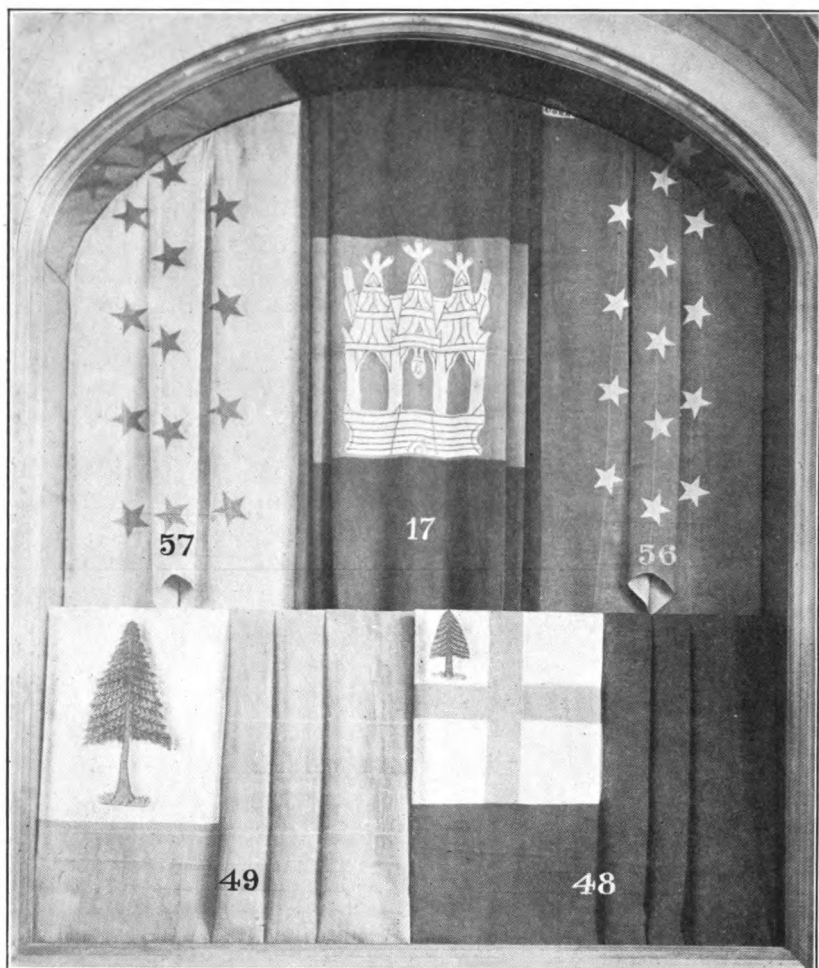
Official flag of Guam, Mariana Islands. Taken at the surrender of Guam by the U. S. S. *Charleston*, Captain Henry Glass, June 21, 1898.

CATALOGUE NUMBER 140

Spanish rear-admiral's boat flag. Dewey collection. Taken from vessels after battle of Manila Bay.

CATALOGUE NUMBER 123

Spanish ensign. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."



CASE NUMBER 32

CASE NUMBER 32

CATALOGUE NUMBER 57

Broad pennant of Commodore of the White,
United States Navy, 1776, 1860 (a replica).

CATALOGUE NUMBER 17

History unknown.

CATALOGUE NUMBER 56

Broad pennant of Commodore of the Red,
United States Navy, 1776, 1860 (a replica).

CATALOGUE NUMBER 49

Replica of Continental flag, period, 1775-1777.

CATALOGUE NUMBER 48

Replica of Continental flag, period, 1775-1777.
The design of the flag used by the American
troops at the battle of Bunker Hill.



CASE NUMBER 33

CASE NUMBER 33

CATALOGUE NUMBER 107, ON THE LEFT

Flag of Rear Admiral, Spanish Navy. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 137, BACK, CENTER

Battle flag of the Spanish cruiser *Cristobal Colon*, Captain José Maria de Paredes. Captured by the squadron under Rear Admiral William Thomas Sampson at the battle off Santiago de Cuba, July 3, 1898.

CATALOGUE NUMBER 134, ON THE RIGHT

Flag of Rear Admiral, Spanish Navy. Taken from the cruiser *Cristobal Colon*, Captain José Maria de Paredes, after the battle of Santiago de Cuba by men from the United States battleship *Oregon*, Captain Charles Edgar Clark, July 3, 1898.

CATALOGUE NUMBER 99, LEFT-HAND EASEL

Spanish ensign. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 105, CENTRAL EASEL

Spanish ensign "bandera tope trinquete" (ensign hoisted at the fore topmast). Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 145, RIGHT-HAND EASEL

Spanish ensign, with blue letters R H, which stand for "Resguarda de Hacienda" (Customs Service, Philippine Islands). Dewey collection. "Taken from Cavite arsenal after battle of Manila Bay, May 1, 1898."



CASE NUMBER 34

CASE NUMBER 34

CATALOGUE NUMBER 132, ON THE LEFT

Spanish ensign. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 113, BACK, CENTER

Official flag of Manila. Hauled down by Flag-Lieutenant Thomas Mason Brumby and Signal Boys Stanton and Ferguson, of the flagship *Olympia*, August 13, 1898.

CATALOGUE NUMBER 98, ON THE RIGHT

Spanish ensign. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 109, LEFT-HAND EASEL

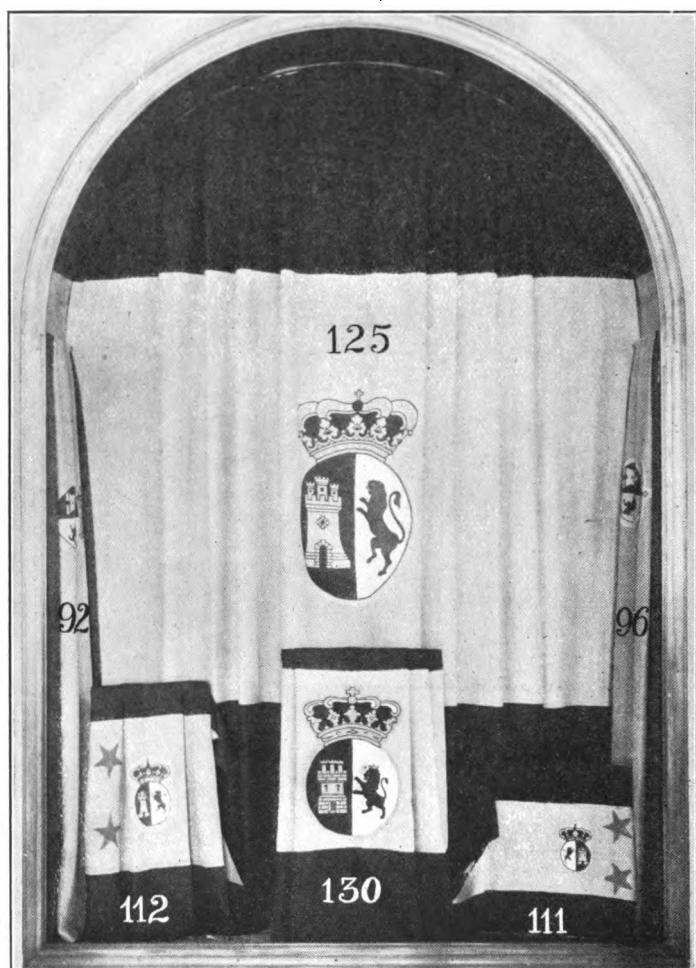
Pennant of capitan de navio, first class (captain, senior grade), commanding division, Spanish Navy. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 114, CENTRAL EASEL

Flag of Rear Admiral Patricio Montojo, commanding the Spanish Asiatic Squadron. Flown on his flagship, the cruiser *Reina Cristina*, Captain Luis Cadarso. Captured by the squadron under Commodore George Dewey at the battle of Manila Bay, May 1, 1898.

CATALOGUE NUMBER 103, RIGHT-HAND EASEL

Spanish merchant flag. Dewey collection. "Taken from Cavite arsenal, May 1, 1898."



CASE NUMBER 35

CASE NUMBER 35

CATALOGUE NUMBER 92, ON THE LEFT

Spanish ensign. Dewey collection. "Taken from Cavite arsenal, May 1, 1898."

CATALOGUE NUMBER 125, CENTER

Ensign of the Spanish cruiser *Don Antonio de Ulloa*, Captain Enrique Robiou. The last flag flown by the Spanish squadron at the battle of Manila Bay. Hauled down by Lieutenant Charles Peshall Plunkett, at 5 p. m., May 1, 1898.

CATALOGUE NUMBER 96, ON THE RIGHT

Spanish ensign. Dewey collection. "Taken from vessels after battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 112, LEFT-HAND EASEL

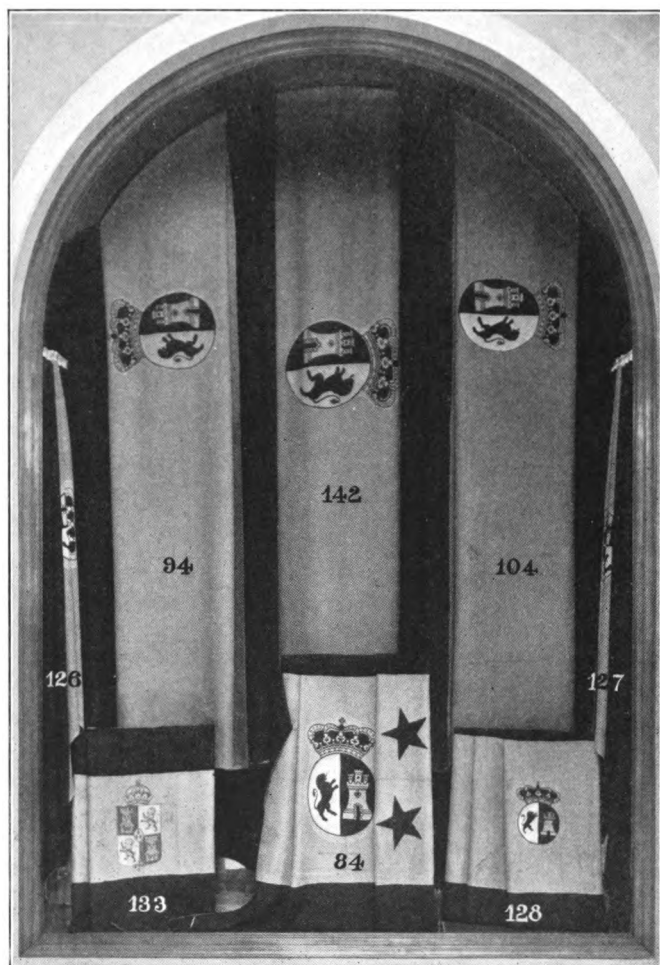
Flag of Spanish Governor General. Dewey collection. "Taken from Cavite arsenal, May 1, 1898."

CATALOGUE NUMBER 130, CENTRAL EASEL

Ensign of the Spanish destroyer *Furor*, Lieutenant Diego Carlier. Captured by the United States converted yacht *Gloucester*, Lieutenant Commander Richard Wainwright. The *Gloucester* destroyed the *Furor* and the *Pluton* at the battle off Santiago de Cuba, July 3, 1898.

CATALOGUE NUMBER 111, RIGHT-HAND EASEL

Flag of Spanish Governor General. Dewey collection. "Taken from Cavite arsenal, May 1, 1898."



CASE NUMBER 36

CASE NUMBER 36

CATALOGUE NUMBER 126, LEFT SIDE

Flag of Spanish captain general (army). Dewey collection. "Taken from Cavite arsenal after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 94, BACK, LEFT

Spanish ensign. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 142, BACK, CENTER

Battle flag of the Spanish gunboat *Don Jorge Juan*, captured by the United States gunboat *Annapolis*, Commander John Jacob Hunker, at the capture of Nipe Bay, Cuba, July 21, 1898. The *Topeka*, Lieutenant Commander William Sheffield Cowles; the *Wasp*, Lieutenant Aaron Ward; and the *Leyden*, Ensign Walter Selwyn Crosley, took part in the action.

CATALOGUE NUMBER 104, BACK, RIGHT

Spanish naval ensign, taken from Corregidor Island, Manila Bay, by Lieutenant Commander George Partridge Colvocoresses, May 3, 1898.

CATALOGUE NUMBER 127, RIGHT SIDE

Flag of Spanish captain general (army). Dewey collection. "Taken from Cavite arsenal after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 133, LEFT-HAND EASEL

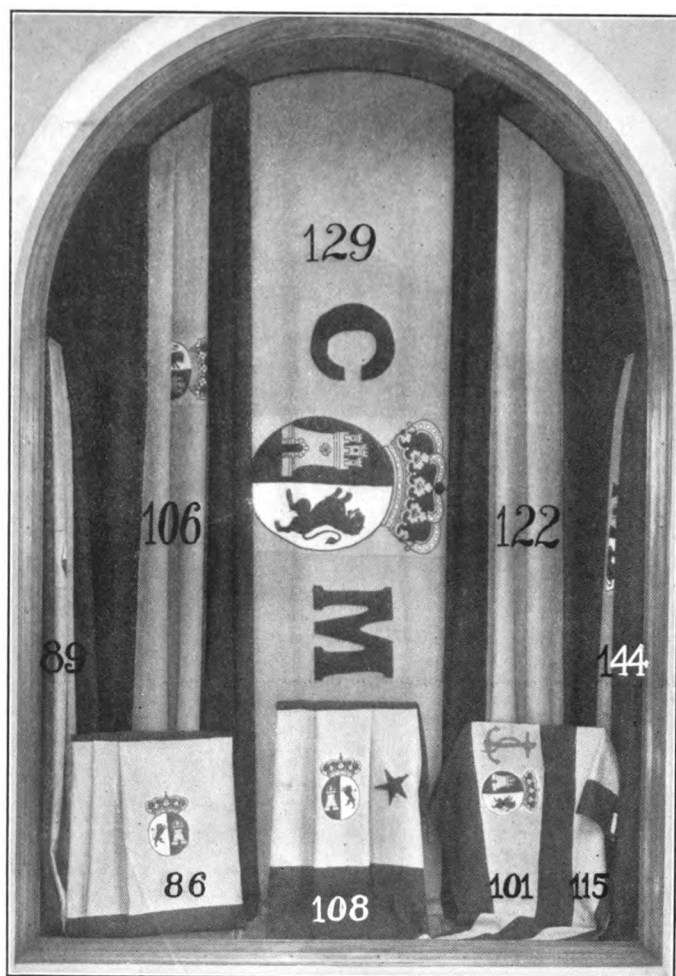
The first Spanish flag hauled down in Porto Rico by United States forces. Captured at Guanica, July 25, 1898. The United States converted yacht *Gloucester*, Lieutenant Commander Richard Wainwright, landed a force of 28 seamen, under the command of Lieutenant Harry McLaren Pinkney Huse. Guanica was taken and held until relieved by the landing of army forces.

CATALOGUE NUMBER 84, CENTRAL EASEL

Flag of Spanish Governor General. Dewey collection. "Taken after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 128, RIGHT-HAND EASEL

Spanish ensign. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."



CASE NUMBER 37

CASE NUMBER 37

CATALOGUE NUMBER 89, LEFT SIDE

Spanish flag taken by the United States cruiser *Charleston*, Captain Henry Glass, at the surrender of Guam, Mariana Islands, Governor Juan Marina, June 21, 1898.

CATALOGUE NUMBER 106, BACK, LEFT

Spanish ensign. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 129, BACK, CENTER

Ensign of the Spanish armed steamer *Santo Domingo*. Captured by the United States auxiliary cruiser *Eagle*, Lieutenant William Henry Hudson Southerland, off Piedras Point, west of the Isle of Pines, on the southwest coast of Cuba, July 12, 1898. The letters C M stand for "correo marítimo" (mail steamer).

CATALOGUE NUMBER 122, BACK, RIGHT

Unfinished Spanish ensign. Dewey collection. "Taken from Cavite arsenal after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 144, RIGHT SIDE

Spanish flag hauled down from the palace of Governor Juan Marina, at the surrender of Guam, Mariana Islands, June 21, 1898.

CATALOGUE NUMBER 86, LEFT EASEL

Small ensign of the Spanish cruiser *Don Antonio de Ulloa*, Captain Enrique Robiou. Taken after the battle of Manila Bay, May 1, 1898.

CATALOGUE NUMBER 108, CENTRAL EASEL

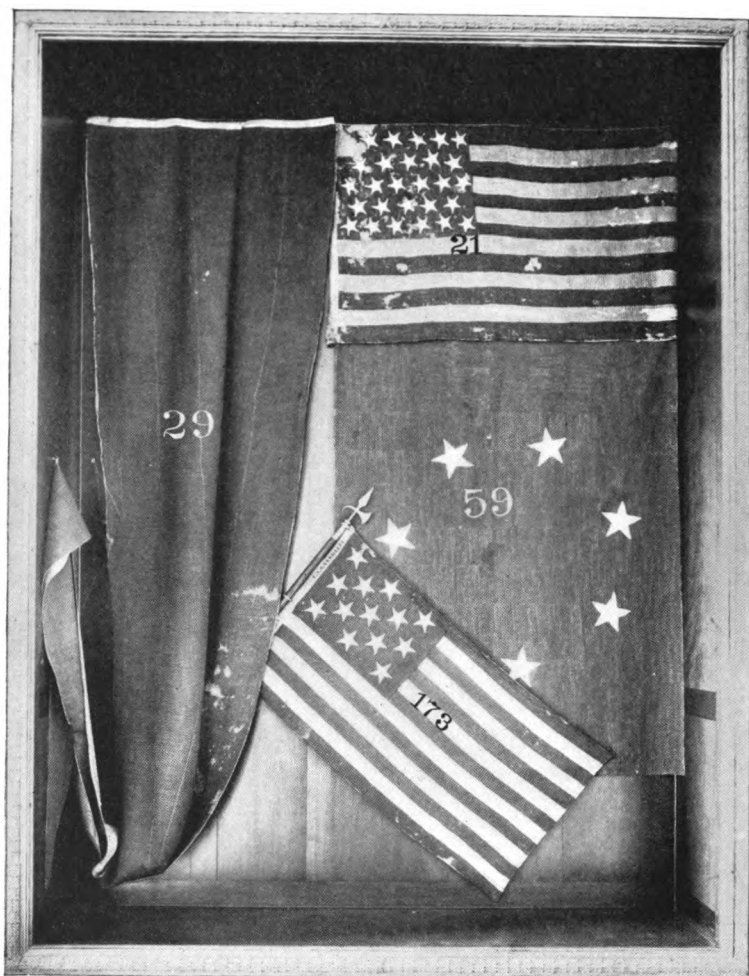
Flag of brigadier general, Spanish Army. Dewey collection. "Taken from Cavite arsenal after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 101, RIGHT EASEL, LEFT SIDE

Broad pennant of capitan de fragata (commander) commanding division. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 115, RIGHT EASEL, RIGHT SIDE

Pennant of senior officer, Spanish Navy. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."



CASE NUMBER 38

CASE NUMBER 38. BANCROFT HALL

CATALOGUE NUMBER 29, ON THE LEFT

Pennant of the Algerine brig *Estedio*. Captured by the United States brigs *Épervier* and *Spark* and the schooners *Torch* and *Spitfire* of the squadron under Commodore Stephen Decatur. Action fought off Cape Palos, near Albufera, Algiers, June 19, 1815.

CATALOGUE NUMBER 173

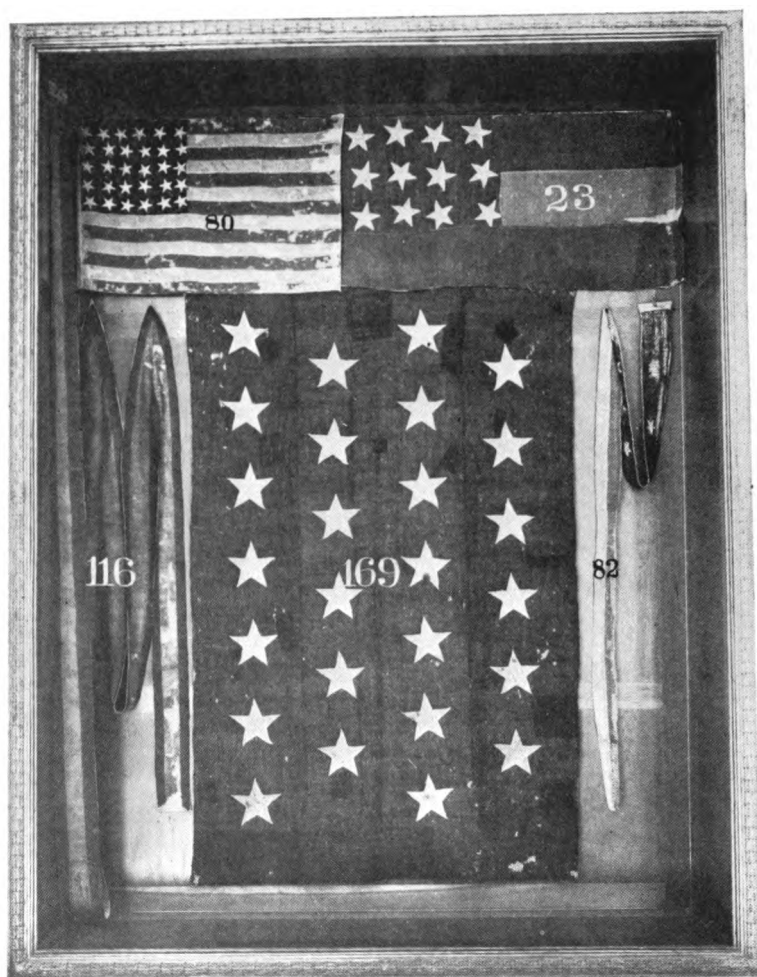
Boat flag and staff (inscribed) from the United States sloop-of-war *Vandalia*. Wrecked in a hurricane in the harbor of Apia, Samoa, March 16, 1889 (see Number 72, Case 40).

CATALOGUE NUMBER 21, UPPER RIGHT-HAND CORNER

Ensign of the United States steamer *Spitfire*. The *Spitfire*, under Commander Josiah Tattnall, took part in the attacks on Tampico, Mexico, November 14, 1846, and on Panuco, Mexico, November 19, 1846, in the squadron under Captain David Conner. On March 10, 1847, Tattnall played a brilliant part in the bombardment of Vera Cruz, closing in at a range of less than a mile to discover the position of the Mexican guns. On March 23, 1847, with the *Spitfire* and the *Vixen*, Tattnall steamed within grapeshot of Bastion San Iago, Point Honorios, Vera Cruz, and maintained a heavy fire for an hour. On April 18, 1847, Captain Matthew Calbraith Perry, in the *Spitfire*, led the attack on Tuxpan, Mexico. Under Lieutenant Samuel Phillips Lee, the *Spitfire* took part in the second expedition against Tobasco, Mexico, June 30, 1847.

CATALOGUE NUMBER 59, ON THE RIGHT

Jack of the Confederate States ram *Atlanta* (formerly the iron merchant steamer *Fingal*), Captain William A. Webb. Captured by the United States monitor *Weehawken*, Captain John Rodgers. Action fought in Warsaw Sound, Georgia, June 17, 1863. The *Atlanta* ran aground shortly after opening fire. The *Weehawken* approached within 300 yards and forced the surrender. Five shots were fired by the *Weehawken*, four striking and three penetrating the ram's armor. The *Atlanta* was taken into the service and remained in the North Atlantic Squadron until the close of the Civil War. Captain Rodgers received the thanks of Congress, December 23, 1863, and was promoted to commodore with rank from the date of the capture of the *Atlanta*.



CASE NUMBER 39

CASE NUMBER 39. BANCROFT HALL

CATALOGUE NUMBER 169

Jack of the United States brig *Truxtun*, Commander Henry Bruce. The *Truxtun* grounded during the attack on Tuxpan, Mexico, by the squadron under Commodore David Conner, August 15, 1846. The guns of the *Truxtun* and two jacks were recovered when Tuxpan, under General Perfecto de Cos, was taken by a landing force under Captain Samuel Livingston Breese, from the Gulf Squadron, under Commodore Matthew Calbraith Perry, April 18, 1847.

CATALOGUE NUMBER 116

Spanish captain's pennant. Dewey collection. "Taken from vessels after the battle of Manila Bay, May 1, 1898."

CATALOGUE NUMBER 80

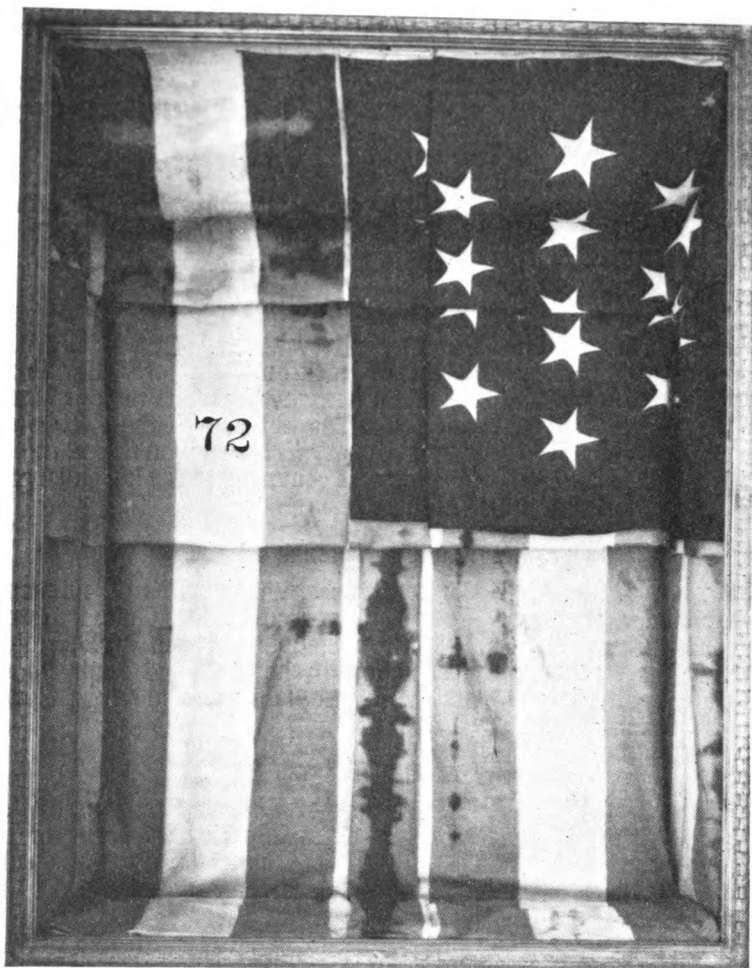
Ensign of the United States steamer *Ellis*, Lieutenant William Barker Cushing. The *Ellis* entered New River Inlet and landed a force, which took possession of Jacksonville, North Carolina, November 23, 1862. Attacked on her way back, she ran aground. After a desperate resistance, Cushing set fire to the *Ellis* and escaped in a captured schooner. The *Ellis* blew up on the morning of November 24, 1862. Cushing was commended for his gallantry by Rear Admiral Samuel Phillips Lee.

CATALOGUE NUMBER 23

Ensign of the Confederate States gunboat *Ellis*, Lieutenant Commander James W. Cooke. Captured by the United States Steamer *Ceres*, Acting Volunteer Lieutenant John McDiarmid, during the capture and destruction of the forts and gunboats at Elizabeth City, North Carolina, by Captain Stephen Clegg Rowan's Division, February 10, 1862.

CATALOGUE NUMBER 82

Pennant of the United States steamer *Thomas Freeborn*, of the First Division, Potomac Flotilla. The *Thomas Freeborn*, under Commander James H. Ward, and the *Monticello*, Captain Frederick Engle, engaged the Confederate battery at Sewell's Point, May 18-19, 1861. With the *Anacostia*, the *Resolute* and the *Pawnee*, she attacked a Confederate naval battery at Aquia Creek, Virginia, driving the enemy from their position, May 31 and June 1, 1861. With the *Reliance*, she landed a force at Mathias Point, Virginia, June 27, 1861. The attack was repulsed; Commander Ward met his death. Under Lieutenant Commander Samuel Magaw, the *Thomas Freeborn* silenced the enemy's fire at Mobjack Bay, Virginia, April 29, 1862. She patrolled the Potomac River during the war, from Alexandria to Wicomico River, Maryland, taking part in various operations, the most important being the search for the assassin of President Lincoln.



CASE NUMBER 40

CASE NUMBER 40. BANCROFT HALL

CATALOGUE NUMBER 72

Ensign of the United States sloop-of-war *Vandalia*.

The *Vandalia*, under Commander John Pope, was in the squadron which made the expedition to Japan under Commodore Matthew Calbraith Perry. She was with the squadron during 1853-1854.

Under Commander Francis S. Haggerty, she took part in the capture of Port Royal, South Carolina, by the squadron under Commodore Samuel Francis Du Pont, November 7, 1861.

On March 15, 1889, the United States ships *Trenton*, *Vandalia* and *Nipsic*, the British ship *Calliope*, the German ships *Adler*, *Olga* and *Eber*, together with a German and a Danish merchantman, were anchored in the harbor of Apia, Samoa, when a hurricane drove ashore or sank all but the *Calliope*, which succeeded in getting to sea. At 1 p. m., on the 15th, Captain Cornelius Marius Schoonmaker, commanding the *Vandalia*, sent down the yards, housed topmasts, and got up steam, at a signal from the flagship *Trenton*, Rear Admiral Lewis Ashfield Kimberly. About midnight the *Vandalia* began to drag her anchors. In spite of a full head of steam, she struck sternmost on the lee reef at 10.45 a. m., on the 16th. As she filled and settled, the *Trenton*, Captain Norman von Heldreich Farquhar, drifted alongside and rescued many of the men from the rigging. The *Vandalia* was totally lost.

Captain Schoonmaker, Paymaster Frank Hiram Arms, First Lieutenant Francis Eskridge Sutton, Marine Corps, and Pay Clerk John Roche, with 39 men, were lost from the *Vandalia*. At the death of the commanding officer, the executive officer, Lieutenant James William Carlin, took command. On the morning of the 17th, the survivors were taken ashore in boats from the *Trenton*.



CASE NUMBER 41

CASE NUMBER 41. BANCROFT HALL

CATALOGUE NUMBER 138

Ensign of the Spanish cruiser *Cristobal Colon*, Captain José Maria de Paredes. Taken after the battle off Santiago de Cuba by men from the United States battleship *Oregon*, Captain Charles Edgar Clark, July 3, 1898.

CATALOGUE NUMBER 146

Pennant of the Spanish armed steamer *Santo Domingo*. Captured by the United States auxiliary cruiser *Eagle*, Lieutenant William Henry Hudson Southerland, July 12, 1898.

The *Santo Domingo*, while attempting to run the blockade, was chased by the *Eagle*, and ran aground off Piedras Point, west of the Isle of Pines, on the southwest coast of Cuba. She was boarded by a boat's crew, and afterward, being hard aground, was burned.

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